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## FIVE-DAY WEEK REDUCES INCOME OF FORD WORKERS

Purpose Is to Give Work to Unemployed and Permit "Self-Improvement"

DETROIT, Mich., March 25 (Special).—An added day of leisure for all employees, but a decrease in their weekly income, is what Henry Ford's newly adopted schedule of five days a week amounts to. The minimum wage scale will be retained, but the man who has been getting \$36 each week will now find \$30 in his pay envelope. The 3000 new men who are to be taken on at the Highland Park and River Rouge plants will be paid \$5 a day, on a five-day schedule.

The new schedule was announced last night by Edsel B. Ford, president of the Ford Motor Company. Mr. Ford said the object of the change was to provide employment for several thousand workers now idle in Detroit and to afford employees more time for self-improvement.

General Improvement Expected. A material improvement in the employment situation here is generally expected as a result of steps taken within the last few days by industrial heads, which the Ford announcement is a notable example.

Heads of other factories have joined the movement to find places for idle one-time soldiers, many of whom have been put to work this week.

The weekly report of the employers' association, of which 79 industrial corporations are members, shows that for the week ending March 21, 3272 men were added to the pay rolls, bringing the aggregate to 129,324. This total is approximately 25,000 below the figure regarded as normal.

More Time for Home. In making his announcement, Mr. Ford said he had reached the conclusion that the 40-hour week was practicable. That the additional day of rest would prove a benefit to the workers and that the production schedules of the Ford industries could be so arranged as to maintain the present output on the curtailed working week.

"Every man," Mr. Ford's announcement said, "needs more than one day a week for rest and recreation. The Ford Company always has sought to promote ideal home life for its employees. We believe that in order to live properly, every man should have more time to spend with his family, more time for self-improvement."

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## Love For the Birds Urged by Governor

Maine Executive, in Proclamation, Says State Is Blessed

PORTLAND, Me., March 25.—Governor Percival F. Baxter, in naming April 14 as Bird Day in Maine, issued the following proclamation: "Nature has blessed Maine with a great variety of bird life. It is well for our people, both adults and children, to appreciate the value of their feathered neighbors and to recognize their important relationship to the common welfare. It is now understood that birds are essential to the protection of crops, that they add materially to the wealth of the State by destroying obnoxious insects and are of great importance to our agricultural interests."

"The study of birds and of their habits affords pleasure and recreation to those who indulge in it and is a subject deserving of more general attention. Our birds should be protected and preserved, and this can be accomplished by instilling a love of them in the minds of the children of the State. I would urge that the teachers in our public schools observe the day with appropriate exercises."

## NONPARTISAN HEAD WILL QUIT POST FOLLOWING RIFT

FARGO, N. D., March 25 (By The Associated Press).—A. C. Townley announced today that he would present his resignation as president of the State Nonpartisan League to the meeting of the Minnesota organization in Minneapolis March 31.

This announcement was made by Mr. Townley to the National Nonpartisan League convention here today and was coupled with a declaration of his complete severance of relations with the North Dakota league organization. It followed a speech in which he made an impassioned appeal for harmony in the party ranks.

RYANS POSTMASTERS' COMMISSIONS. WASHINGTON, March 25.—President Harding has signed approximately 700 commissions for postmasters since his inauguration. It was made known today. Under present civil service rules each postmaster before appointment must pass an examination, and of the 7000 appointed all passed with fair averages, it was announced.

TUNNEL AWARD AWAITED. NEW YORK, March 25 (Special).—It is expected that the contract for the New York-New Jersey vehicular tunnel will be awarded next week. Gov. Nathan L. Miller has signed the \$5,500,000 appropriation bill.

## GOVERNMENT WILL PREVENT VIOLENCE IN MINE STRIKE

Any Raise in Coal Prices, It Is Asserted, Will Be Prosecuted

WASHINGTON, March 25 (United Press).—The government has decided on a program of protection for the public during the walkout of miners scheduled to start one week from today. At midnight, March 31, the government will issue a communication to federal agents throughout the nation outlining its course of action during the strike. It was said in well-informed circles. Then the government, it was added, will follow this program:

1.—Order all agents to protect mining property against any violence.  
2.—Warn both sides against any hint of violence and declare the attitude of the government as "impartial," except in so much as the public interests are concerned.

3.—Ask coordination of civil and state authorities in the enforcement of law.  
4.—Announce the miners must not interfere with miners who want to work if the operators choose to keep the mines open.

Officials believe there will be no necessity for use of federal troops.

The government, it was said, will see that there is no shortage of coal in any basic industries. It will make no attempt to force the miners and operators to arbitrate until it must—that is, until the coal supply is menaced.

A warning will be issued that no increased prices for coal will be charged because of the suspension of work. Any violations of this will result in federal prosecution.

In any event the government will make no effort to operate the mines.

CLEVELAND, March 25.—Following the meeting of the general policy committee of the United Mine Workers yesterday, at which arrangements for extending the strike by appealing to non-union men were made, a private conference took place between John L. Lewis, the miners' international president, and Warren S. Stone, president of the Brotherhood of Locomotive Engineers.

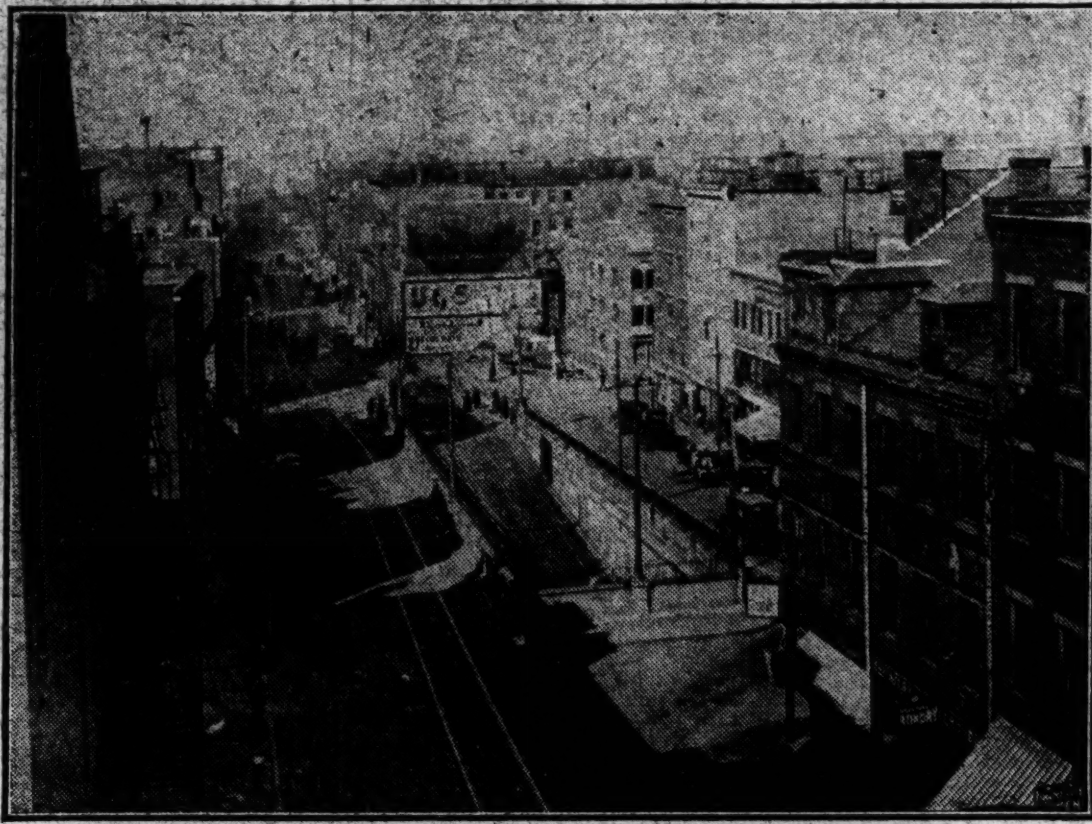
It ended with Mr. Lewis' announcement that Mr. Stone had "proffered assistance in any way that it can be utilized," but the miners' chief declined to define the nature of the proposed aid and Mr. Stone refused to make any statement.

Mr. Lewis, who remained here today for conferences with various subordinate leaders in the strike, said he had no other conferences arranged with the leaders of the three other Big Four rail brotherhoods, which have headquarters in this city.

At the committee meeting of mine leaders earlier in the day attention was turned to winning 200,000 non-union miners to the walkout. Calls for the non-union men to act will be issued in several states early next week.

The union's move to strike the non-union mines will center in Pennsylvania where there are 100,000 non-union workers. Special organizers of the union are to lead these men from the coal pits. Other non-union fields that are expected to be invaded are West Virginia, Kentucky, Alabama, Colorado, Maryland, and Washington. Union leaders said their action in the non-union districts was a peaceful one, adding that if trouble developed it

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Cambridge Street, Showing Subway Which City Planning Expert Will Be Called Upon to Widen in Developing New Motor Traffic Route

## WORK LAID OUT FOR CITY EXPERT

Improved Route From Boston to Cambridge Proposed by City Planning Board

Building an \$8-foot highway for auto traffic from the Charles River to Scollay Square, by the widening of Cambridge and Court streets into an attractive approach to the new Cambridge Bridge, will be the first item of extensive street improvement to come to the attention of Boston's new city planning expert when he arrives. The City Planning Board has an appropriation of \$10,000 available for the hiring of an expert, but his name has not been announced. The importance of the Cambridge Street project already is recognized by the street department, and the Planning Board has included it in a general scheme of highway construction for the city, placing it next to the already assured Stuart Street improvement.

Advantages of the Cambridge Bridge route from downtown Boston to Cambridge, which is a mile shorter than any other route, are manifest and have been described in The Christian Science Monitor. The highway from Scollay Square through Court and Cambridge streets is now narrow, rough and crooked.

Court Street and Cambridge Street to Chambers Street, a third of the way to the Charles River from Bowdoin Square, are 40 or at most 50 feet wide, the building line not being even. But the entrance to Cambridge Street from Bowdoin Square is only 40 feet wide, which means practically a 25-foot driveway. At Chambers Street the widening has already been done to allow for the street car entrance to the East Boston tunnel. Cambridge Street here suddenly becomes 96 feet wide, but taking out sidewalks and the 30 feet wide structure around the car entrance, there

(Continued on Page 2, Column 2)

## California Fish In Local Market

'Coals to Newcastle' Given 'Finny' Substitution

Fishermen at the South Boston fish pier were amazed today at the receipt of a shipment of 1800 pounds of fresh mackerel from southern California. Old-time fishermen could not recollect any similar occurrence and expressed themselves as amused, applying the old adage of "carrying coals to Newcastle."

The reason for the shipment is that Boston has long been considered the mackerel center of the country. The season is just about to open, several of the fleet now being fitted out in preparation for the annual spring cruise to southern waters. Pending actual receipt of fresh mackerel from local waters the California species will be marketed.

There were 15 boxes in the shipment, each containing 120 pounds of fish. The mackerel were fine specimens weighing from one and a quarter to two and a half pounds each. Practically the entire lot sold to the markets in the vicinity of Faneuil Hall. A carload was prepared in California, shipped to Philadelphia, and redistributed from there to Boston, New York and other points. The mackerel are almost identical with the variety brought to Boston from adjacent waters. Experts alone detect a difference. Meantime, Gloucester salts must look to their laurels.

FULL TIME FOR SHOE FIRM. BROOKLINE, Mass., March 25.—The George E. Keith Shoe Company announced yesterday that, beginning March 27, a full time working schedule would go into effect at the firm's women's shoe plants in East Weymouth, South Boston, Rochester, N. Y., and this city. Full time will be resumed soon at the men's shoe plants, the announcement said. The company's plants have been working on half-time for several weeks.

## TURKS TO RECEIVE PORTION OF THRACE

Paris Conference Extends Ottoman Sovereignty—Adrianople Still in Dispute

PARIS, March 25 (Special Cable).—The leakage of information that the project of an Armenian republic has been practically abandoned, as cabled by The Christian Science Monitor, has aroused the anger of statesmen, especially Lord Curzon, the British Foreign Minister. The unusual step of calling for explanations from the press was taken. Naturally no correspondent will reveal the sources of his information. But the incident is illuminating as showing the extraordinary alterations between publicity and secrecy, which characterize these conferences.

The foreign ministers have now wrapped themselves in a dark mantle. Nevertheless it is possible to review the latest discussions. Apart from the sacrifice of Armenia, the evacuation of Asia Minor by the Greeks, the evacuation of Constantinople, though representatives of the League of Nations will be kept there, as in Anatolia, to protect so-called minorities, it has now been decided to extend Turkish sovereignty over the greater part of Thrace, though Adrianople is still in dispute.

An international régime for the Straits, in which Turkey will participate, and the maintenance of economic zones, without interference with Turkish sovereignty, are now likely.

Financial matters were discussed. Italy protesting against the relaxation of allied surveillance of Turkish funds. Decisions have not yet been taken and indeed the opposition between the various viewpoints makes agreement exceedingly difficult. It becomes clear that unless the ministers can definitely state peace terms in a written document, as a preliminary to negotiations with Turkey, refusal to accept the armistice is practically certain.

Angora, to judge by the attitude of the Kemalist representatives who will make a report, will probably be induced to reject nebulous conditions. It is still hoped that what may be the last day of the conference will achieve something more definite.

## Troops to Evacuate Scutari

PARIS, March 25 (By The Associated Press).—The Allied Council of Ambassadors today decided that the international troops occupying Scutari, Albania, should be withdrawn. These forces are entirely Italian, although they are occupying the town in the name of the Allies.

The decision to withdraw the troops is understood to be due to civil strife existing in Albania.

## BONUS BILL WILL WAIT FOR TARIFF

WASHINGTON, March 25 (United Press).—The soldier bonus bill is slumbering today in the Senate Finance Committee with every prospect that it will remain undisturbed until tariff matters are out of the way.

Then Porter J. McCumber, (R.), Senator from North Dakota, chairman of the committee, is anxious to bring it up, report it to the Senate and have action in that body before closing of the summer. He is quite optimistic that this can be done, and feels that a document rather similar to the House bill can be passed. Others are less optimistic, both as to time of passage and contents of the bill.

The Democrats have started their heckling campaign, insisting on action.

## PAPER MILLS EDUCATE WORKERS

NEW YORK, March 25.—That the paper industry of the United States and Canada has paid nearly \$40,000 as merely a preparatory step toward the education of the employees in the mills, will be the announcement made at the forty-fifth annual convention of the American Paper Association to be held in this city April 10 to 14, when a campaign will be inaugurated among the paper manufacturers for the organization of technical classes in paper making in their mills.

## LONDON WELCOMES PACT RATIFICATION BY UNITED STATES

Australia and New Zealand Also Appreciate the Action of the Senate on the Treaty

LONDON, March 25 (Special Cable).—The ratification of the four-power Pacific pact by the United States Senate, although confidently expected as it has been, is nevertheless welcomed with the warmest appreciation by all classes here.

British officials are not allowed to express their personal opinions on such matters, but The Christian Science Monitor is in the position to state that they share in the general satisfaction.

The inclusion of Senator F. B. Brandegee's reservation in the ratification resolution in no way detracts from this satisfaction, since this reservation is regarded here as explanatory only, and in no way modifying of the pact itself, though it affords a useful lesson of the limitations imposed by the United States Constitution in not allowing commitments that might in any way involve the calling in of an armed force.

Special importance is attached here to the fact that the ratification by the removal of Japanese fears of attack, (since the signatory powers mutually agree not to increase their fortifications in the Pacific) clears the way for no less than three other agreements, all of infinite value to the world, viz: for the reduction of the naval armaments and for the mutual respect for the "open door" in China, and for the inviolability of Chinese territory.

These are all attributed here to the feeling of security due to the widening of the guarantees for peace in the Pacific which the four-power pact affords. No information is yet available about the date of the mutual renunciation by Great Britain and Japan of the Anglo-Japanese treaty, hitherto in force and which becomes obsolete with the ratification of the much preferable and more effectual four-power pact, but this will no doubt be effected immediately and will be correlated when the naval and Chinese agreements have been completed.

Australian and New Zealand circles in London are as much delighted as British circles at the ratification of the pact. The situation in Australia, The Christian Science Monitor learns, was especially unsatisfactory before

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## SPRING HIKE ENTHUSIASTS HEED "CALL OF TRAIL"

Long and Short Tramps on Shore and in Woods Attract Lovers of Outdoor Life Who Take to Roads Today

Spring "hiking" started today around Boston and many organized and unorganized groups are off for a tramp in the "open."

Many groups in Boston have planned tramps, both long and short, to occupy the Saturdays, week-ends or holidays between now and the return of winter, some even continuing throughout the year. Among these, the Appalachian Mountain Club and the Field and Forest Club, composed of both men and women, make probably the most extensive and vigorous trips of all, taken each Saturday, week-end and holiday in the year, with the exception of the "home" holidays, such as the Fourth of July, Thanksgiving and Christmas.

Today, certain members of the first named club are on a tramping trip in the vicinity of Lexington, while others are enjoying a "Natural History Walk," near Melrose, as part of a program for the study of trees throughout the spring. For next Saturday, this organization has planned a hike through Wellesley Hills. These regular hiking groups of the club maintain an average of 49 persons on each trip the year round. Other groups make excursions to the White Mountains, at intervals through the year, usually going to localities where the club has its own huts, has the loan of another club's quarters, or is able to rent perhaps an entire hotel for the occasion, and making hikes of from 10 to 35 miles into the mountains.

## Hold Camp Fire Supper

This coming summer, the organization is to make a trip to the Laurentian Mountains, in the Province of Quebec, where they expect to hike almost continuously and climb mountains hitherto unexplored by white men.

The Field and Forest Club of Boston has planned a trip for this afternoon, going to Needham Junction by train and hiking from there to Dedham, a distance of five miles, having a camp-fire supper at Cat Rock before their return. Next Saturday they are to take a four-mile hike around Forest Hills and on the following Saturday are to tramp from Bald Fats to the Arboretum. For this summer the club has planned a two-weeks' camping and hiking trip at Ahwahquam, for vacationists. Last summer, this group went to South Portland, Me., for a week and made daily hikes from there. The organization has many members who are organized for hikes, especially for the purpose of studying trees, stone and earth formations and

all things of unusual interest in a scientific or naturalistic way. These groups are often led by professors, teachers or advanced students and camp out over night.

## Arnold Arboretum Classes

At Arnold Arboretum, beginning Saturday, April 22, and continuing until the last Saturday in June, Prof. J.

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Six Sure Signs of Spring

Girl Scouts join with great throng who today heed the "Call of the Road" with many other hike enthusiasts



## GOVERNMENT WILL PREVENT VIOLENCE IN MINE STRIKE

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would be due to the mine guards that the union men said would be employed by operators.

### More Than 500,000 Workers

to Be Affected by Strike

INDIANAPOLIS, Ind., March 25 (By The Associated Press).—Suspension of work in the coal industry throughout the United States would affect more than 500,000 workers in the coal fields of 20 states. Twenty thousand Canadian miners also belong to the United Mine Workers of America, Nova Scotia forming one union district and the western provinces forming another district.

The great numerical strength of the United Mine Workers of America is in the soft coal industry, the central competitive field, comprising western Pennsylvania, Ohio, Indiana, and Illinois having a combined membership of approximately 215,000. The anthracite industry, centered in three fields, in Pennsylvania, employs 155,000 men, of whom approximately one half are in the union. In past strikes, however, the union has practically succeeded in bringing a complete walkout in the anthracite fields.

### Distribution of Miners by States

The approximate distribution of union miners by states, obtained from union sources here, is as follows:

Pennsylvania, 154,825; Illinois, 98,000; Ohio, 49,000; West Virginia, 48,400; Indiana, 31,000; Kentucky, 14,900; Arkansas, Oklahoma and Texas, 14,800; Iowa, 13,100; Alabama, 12,200; Tennessee, 11,500; Kansas, 9700; Missouri, 8350; Wyoming, 7650; Maryland, 5350; Colorado, 4675; Montana, 4625; Washington, 4620; Michigan, 2125; Canada, 20,600.

The states in whole or part, form union districts, each bearing a numerical designation. No districts, however, are numbered 3, 4 or 23. District No. 1 is the anthracite field around Scranton, Pa.; District No. 2, the bituminous field of central Pennsylvania; District 5, western Pennsylvania; District 7, the anthracite field around Hazleton; District 8, the small Brazil block field of Indiana; District 13, the anthracite field around Shamokin; District 10, Washington; District 11, Indiana, excluding the Brazil block field; District 12, Illinois; District 13, Iowa; District 14, Kansas; District 15, Colorado; District 16, Maryland; District 17, northern West Virginia; District 18, western Canada; District 19, Tennessee and Harlan County (Ky.) field; District 20, Alabama; District 21, Arkansas, Oklahoma and Texas; District 22, Wyoming; District 23, western Kentucky; District 24, Michigan; District 25, Missouri; District 26, Nova Scotia; District 27, Montana; District 29, New River, Loop Creek and other West Virginia fields; and District 30, the Big Sandy field of Kentucky.

### Statement by John L. Lewis

A statement by John L. Lewis, president of the United Mine Workers of America, was made public here today, in which Mr. Lewis said that the interpretation of the miners' demands for a six-hour day and a five-day week, which is a part of the new wage demand. The statement was a formal one and said:

"There has been so much misunderstanding among the people as to the real meaning of the position of the United Mine Workers of America with regard to the proposed six-hour day and five-day week that I believe something should be said, that would set the public right on the subject. It has been charged by coal operators that the miners are demanding more pay for less work. The principle of the shorter work day does not mean anything of the kind. They do not ask for the six-hour day as the maximum, but they do ask that they be given reasonable assurance that they will have reasonably steady employment six hours a day throughout the year.

### Six-Hour Day Explained

"Under present conditions the miners work eight hours a day only a small part of the time each year. In 1921 they were employed only about 40 per cent of full time and were idle 60 per cent of the time. They were employed only an average of about 125 days in 1921, out of the 300 or more work days of the year. They cannot make a living for their families under such conditions. Last year they earned an average of approximately \$700 per man.

### EVENTS TONIGHT

American Institute of Electrical Engineers, Lynn section, eleventh annual dinner; Boston City Club, 6:30.  
Lowell Institute Lecture, T. R. Glover of Cambridge, England, on "Homer"; Huntington Hall, 491 Boylston street, 8.  
New England Horticultural Society, spring exhibit of flowering plants, lecture: Horticultural Hall, Massachusetts and Huntington avenues.  
I. O. O. F., fifty-fifth anniversary of Irving Lodge, 8905; Westminster Hotel, 6:30.  
Railroad Agents Association of New England, annual ladies' night, dinner and entertainment; Copley Plaza Hotel, 6:30.  
East Boston Phi Fraternity, dinner; Copley Plaza Hotel, 6:30.  
Boston Arena, hockey matches, Boston Athletic Association vs. Victoria of Montreal and Westminster vs. Pere Marquette.  
Manchester University Alumni of Boston, dinner; Hotel Westminster, 6:30.  
Phi Delta Fraternity, banquet; Young's Hotel, 6:30.  
Y. W. C. A., basketball game with Brockton Y. W. C. A.; gymnasium, Blue Triangle Club, 97 Huntington Avenue, 8.  
Bates College Alumni Association of Boston, thirty-fifth annual meeting; Hotel Vendue, 8.  
Godard Seminary Alumni Association of Boston, dinner; Hotel Lenox, 6:30.  
Y. M. C. A., Huntington Avenue, annual circus.  
Boston Masonic Club, Pastmasters Association of Masons, banquet and address by Dr. William H. Litcher of Newtonville; 418 Beacon Street, 6:30.  
Bentley School of Accounting, graduates dinner; Boston City Club, 6:30.  
Edison General Electric Company of Boston, dinner; Copley Plaza Hotel, 6:30.  
Bates College Alumni of Boston, dinner; Hotel Bellevue, 6:30.

"The bituminous mines of the country have a capacity of 700,000,000 to 800,000,000 tons a year. In normal times the demand is for approximately 500,000,000 tons a year. If the miners had reasonably steady employment they could and would easily produce in a six-hour day enough coal to fill every possible requirement. If it can be done in a six-hour day, why should miners be required to work eight hours a day only a part of the time?"

"Many years ago miners were compelled to work 10, 12 or more hours a day, and when they made their fight for a shortening of the workday to eight hours they were met with the same kind of fight they are now facing in their request for a six-hour day. But they won, and the country has had all the coal it could use ever since.

### No Serious Shortage of Coal Is Forecast

PROVIDENCE, R. I., March 25.—It is unlikely that there will be any serious shortage of coal resulting from the prospective bituminous mine strike, J. D. A. Morrow, vice-president of the National Coal Association, declared here last night in a speech before an employers' association banquet. Morrow, who is president of the American Coal Association, declared that the possibility of production resuming within 60 days after the strike in at least a part of the union fields, and existing accumulation of stocks, he considered would assure an adequate supply.

Explaining that he could not speak for the National Coal Association, Mr. Morrow nevertheless said the condition in the industry required "a great and necessary readjustment" to which the strike was an inescapable "accompanying convulsion." He said it "would only be hindered by the intervention of the Government."

"The operators insist that present wages be reduced and hours of work maintained," he said. "The United Mine Workers demand the present scale and a reduction in working time to six hours per day and five days per week. The general level of the present scale of wages in the union fields may be sufficiently indicated by saying the basic day rate is \$7.50 per day. The earnings of the men fluctuate with running time, but I personally know of instances where coal miners under the present scale earned in excess of \$5000 during the year 1921."

### Steamship Lines Well Supplied

NEW YORK, March 25 (Special).—No apprehensions are expressed in shipping circles that the coal strike will cause any serious shortage in bunker coal. Export coal companies and operators of steamship lines appear unanimous in estimating that they have an ample supply to meet any contingency which may arise.

The towing companies, because they touch in foreign ports, are apt to be the hardest hit, and even they consider that their stocks of coal will last for at least three months. Several reasons are advanced as to why the shipping industry is better situated today to meet such a situation than heretofore.

### WORK LAID OUT FOR CITY EXPERT

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is only a 25-foot highway each side. Cambridge Street narrows again at the westerly end of the tunnel opening, where the cars come out at grade into the center of the street.

### Cost About \$2,000,000

All traffic going west from Bowdoin Square has to turn twice at right angles at Chambers Street, to pass around to the right of the structure surrounding the tunnel opening, and

## SPRING HIKE ENTHUSIASTS HEED "CALL OF TRAIL"

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G. Jack is to conduct a field class, to assist those who wish to gain a more intimate knowledge of the native and foreign trees and shrubs which grow in New England. A small fee is charged for these trips and goes toward the support of the Arboretum. Of course all are familiar with the various groups of Boy and Girl Scouts of America, brown clad, inveterate hikers, who at every opportunity tramp into the woods or open country and carry on their commendable and practical work which is not only doing so much for the ethical standards of the coming generations, but serving as an inspiration to their elders.

This afternoon members of the Girls City Club of Boston are on the first of their shore hikes of the season, tramping along the beach from Winthrop to Revere and returning to Winthrop for a beach supper and the return home. The club makes a hike to some wooded or watered spot each Saturday during the coming months, cooking their meals in the open and covering from five to six miles in all. In addition, there are special hikes for longer distances, with which there are prizes offered for the longest distances covered within a given period of time. This summer a number of the girls plan to hike to Wells, Me., 80 miles away, where the club maintains a hut and grounds, called Camp Merriland.

Real Hikers at Radcliffe. There is a remarkable interest in hiking among the students of Radcliffe College and today they are divided into several groups which are hiking in all directions from CAM-

bridge, while tomorrow there is an all-day tramp planned, on which the students hope to cover between 15 and 20 miles, along the North Shore. Last Saturday a number of the girls made a tramp of 15 miles in the vicinity of Hopkinton. Hikes are also taken in connection with their work in the sciences and natural history, in the company of their professors in these branches.

The Boys' Division of the Y. M. C. A. of Boston are almost all seasoned hikers, who love to get away from the restraint of the city and be harmless "outlaws" for a time in the expression of their primitive, youthful emotions. They are careful in choosing a place "not more than 75 cents away" and where there is no objection to their pitching their pup-tents, building fires and cooking and doing all the things expected of a "real boy."

### THEATRICAL

NEW YORK

"GET TOGETHER AT THE HIPPODROME" BEST SEATS \$1

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## FOUR-POWER PACT RATIFIED ON THIRTY-FIRST ROLL CALL

Minority Representation at Conference Credited With  
Winning Democratic Votes That Saved Treaty

By FREDERIC WILLIAM WILE  
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WASHINGTON, March 24—Ratification of the four-power treaty was voted by the United States Senate at 4:25 o'clock this afternoon. The vote stood 87 for ratification and 27 against. Previous to adoption of the treaty proper, the Brandegee reservation, definitely depriving the pact of the character of an alliance, was passed by a vote of 90 to 2.

Ratification of the pact, thus amended as far as America is concerned, took place on the thirty-first successive roll call. For the preceding four and one-half hours the opposition had conducted a ruthless though futile attempt to stifle the treaty with "devitalizing" amendments or reservations. The Lodge-Underwood forces repelled each fresh wave of attack by a substantial majority. At no time during the cycle of ballots was there any real danger that the treaty would be improperly revised, deleted or supplemented.

Predictions made in these dispatches for the past week that ratification was positively assured, though by a slender margin, were entirely borne out. With 94 out of 98 senators present and voting, the ratification total of 87 represents 41.3 votes more than the constitutional two-thirds majority required.

### Only Two Absentees

The entire membership of the Senate was on hand for the vote with the exception of Pennsylvania's senior representative, William E. Crow, and Senator Andrius A. Jones (D.), of New Mexico. Senator G. W. Pepper reported that Mr. Crow would have voted for ratification if present. A Democratic colleague announced that Senator Jones would have opposed ratification. Neither vote, if cast, could have altered the final result.

Fifty-five Republicans and 12 Democrats comprised the pro-ratification vote. Every Republican Senator was for the treaty except Messrs. Borah, Johnson, La Follette and Francis. Twenty-three Democrats deserted their leader, Senator Underwood, and voted against ratification with the Republican insurgents.

History will record that Senator Underwood's faithful phalanx saved the situation. Without at least eight of their dozen votes, the treaty would have been wrecked, for the Republicans were short that number of the necessary two-thirds. With the wreck of the four-power treaty as both Charles E. Hughes, Secretary of State, and Senator Lodge admonished the Senate—the entire work of the Washington Conference would have been endangered.

Thus not the least of the lessons of the ratification fight is the proof of the astute politics played by Warren G. Harding when the President appointed the Democratic minority leader a member of the American delegation that negotiated and signed the Washington treaties. But for that exhibition of political sagacity at the White House, there might be a different story to chronicle tonight. Out on S. Street, there is a retired sage. When the afternoon's tidings from

Capitol Hill were borne to him, may he not have soliloquized that there might have been a different story to tell after Versailles, too, if Woodrow Wilson could have risen for politico-strategic reasons above the narrowness of unyielding partisanship?

### Opposition Fought Hard

The treaty opposition fought hard. For no fewer than 25 successive ballots they threw their forces vainly but valiantly against the four-power pact as Senator Lodge, speaking for the Foreign Relations Committee, sought to have it ratified. It was not an inspiring spectacle the treaty foes presented. They knew they were beaten. For a month they have experimented with every conceivable ruse to drum up enough votes to frustrate ratification. They came to the Senate at noon today, knowing they were baffled, yet bent upon a program of obstruction that could accomplish nothing except time-wasting. They did not visibly disturb the treaty high command or its cohorts, who seemed prepared to sit through as many roll calls as the enemy's patience and ingenuity cared to demand.

All the anti-ratification clique joined intermittently and by transient team work in the useless task of obstructing a final vote. Senators Reed, Robinson, Hitchcock, Walsh (Montana), Pittman, and Shields played obstruction roles for the Democrats, and Senators La Follette and Johnson enacted filibustering parts on the Republican side. Senator La Follette sponsored four vainglorious amendments and Senator Reed was proponent for six.

### Supplementary Treaty Put Over

Senator Lodge was anxious to press for immediate consideration and vote upon the supplementary four-power treaty, but Senator Robinson, Democratic anti-treaty generalissimo, demurred. He said senators had been overworked during the long ratification fight and asked for adjournment until Monday. Senator Lodge objected, pleading the necessity for prompt action was urgent. It was finally agreed that there should be no consideration of the four-power supplementary pact until tomorrow.

The Opposition's last filibustering effort came from Senator Hitchcock. While the entire chamber was clamoring for a roll call on ratification, after the long siege of futile amendments and reservations, the one-time Democratic majority leader asked if the declaratory statements made to the Netherlands and Portugal on the meaning of the four-power treaty were not going to be discussed in the Senate. Senator Lodge stated they were declaratory in nature and simple, were not parts of any treaty, and did not require discussion.

The atmosphere throughout the final afternoon of the ratification fight was tense with excitement, despite occasional tediousness. The Senate in many a day has not contained so nearly a full representation of its members. The galleries were thronged and followed every detail of the proceedings with unflagging attention.

## The Washington Observer

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ALL roads today, of course, led to the Senate. Never since the bitterest day of the Versailles Treaty combat has the public stormed the galleries in such numbers. Only men and women in their early to middle years, there might be a different story to chronicle tonight. Out on S. Street, there is a retired sage. When the afternoon's tidings from

Only one episode enlivened an otherwise interminably dreary cycle of proceedings in the Senate. Carter Glass (D.), Senator from Virginia, was alike its hero and its victim. During the debate that "ragged" during most of the roll calls, Senator Glass voted by mistake the wrong way. Before the roll was entirely called, Senator Glass was reminded of his mistake. Obviously flustered, he called for the floor to explain: "Mr. President, I want to restore my vote. I misunderstood what we were voting on. I want to vote aye—I mean, no." The entire House, floor and galleries, was obviously amused, while Mr. Coolidge rapped for order.

Another famous European statesman, in addition to Mr. Clemenceau, is expected to the United States during the spring or summer—Lord Robert Cecil of England, co-author of the League of Nations Covenant and intimate colleague of Colonel House at Paris. It is understood the Williams College Institute of Politics has invited Lord Robert and that he is inclined to come. Many Britons look upon the third son of the Marquess of Salisbury as a future Premier of their realm. Lord Robert is a statesman of modern tendencies and liberal ideas and has been accused of leaning toward the Labor Party. He is

an Oxford man, and was urged to accompany an ambassador to the United States to succeed Lord Reading. Lord Robert's assured future in British politics induced him to eschew diplomacy and remain in Parliament instead. He was undersecretary of foreign affairs and minister of blockade in the early days of the war.

One of the world's greatest authorities on plebiscites is a young American college-woman, Miss Sarah Wambaugh of Cambridge, Mass., a daughter of Professor Wambaugh of the Harvard Law School, and a distinguished authority on constitutional and international jurisprudence. Until recently, Miss Wambaugh was a member of the Administrative Commission and "minorities section" of the League of Nations secretariat at Geneva. Her "monograph on plebiscites," published in 1920 by the Oxford University Press for the Carnegie endowment, ranks as a standard textbook on that particular phase of the world-war aftermath. Miss Wambaugh is about to return to Europe to collect material for an entire volume on the plebiscites, especially the Saar and Danzig regions. She is a Radcliffe College graduate and a League enthusiast.

"Jim" Preston, indefatigable handyman of the Senate Press Gallery, blossomed out today as a historian. His "opus" is a chronology of the Washington Conference treaties and reads like this:

Aug. 11, 1921, President Harding invites Great Britain, France, Italy and Japan for a conference on naval limitation.

Nov. 11, 1921, Conference convenes.

Dec. 13, 1921, four-power treaty signed.

Feb. 6, 1922, Conference adjourns.

Feb. 10, 1922, President presents treaty to Senate. Treaties referred to Foreign Relations Committee.

Feb. 18, 1922, Hitchcock resolution, asking for all documents connected with four-power treaty, agreed to.

Feb. 20, 1922, President Harding replies there is no additional information.

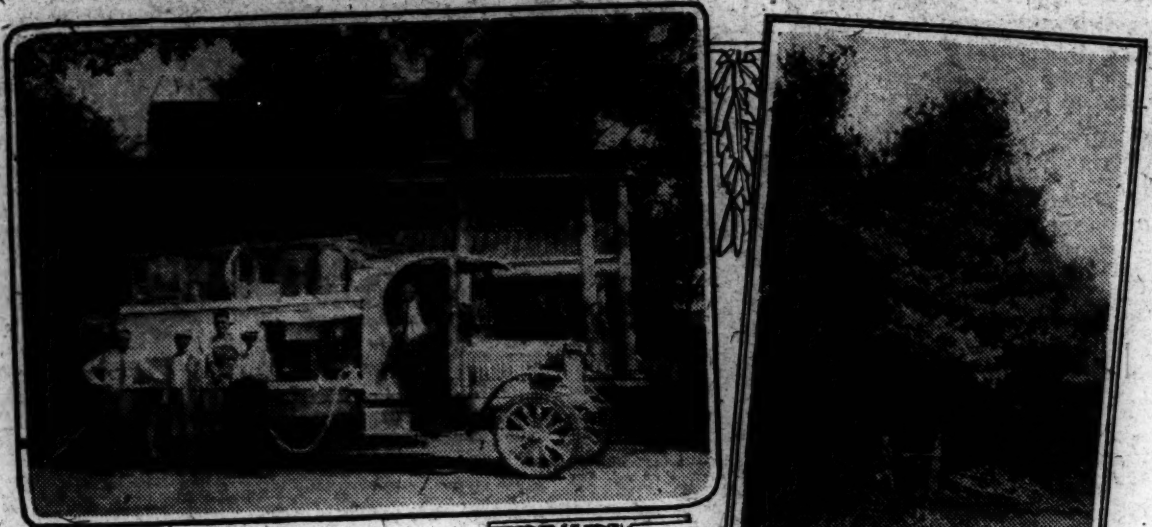
Feb. 25, 1922, Foreign Relations Committee orders four-power treaty and supplement reported to Senate.

March 1, 1922, four-power treaty and supplement laid before Senate.

March 2 to 23, 1922, four-power treaty debated in Senate.

March 24, 1922, four-power treaty ratified.

## Forestry Possibilities Shown in Rhode Island



PROVIDENCE, March 24 (Special Correspondence)—Nature is working in concert with a grand economic scheme to bring back to New England the importance of forestation and orchardizing, which has been ignored for so many years. When the New England agriculturist realizes fully the need and the possibilities in this section a movement toward the proper utilization of the resources here may be expected.

This is a view by Prof. A. Edward Stone, in charge of extension work of the Rhode Island State College and of the animal husbandry work of the State Board of Agriculture. It is shared by Ralph A. Shields, assistant entomologist, cooperating for the State with the United States Department of Agriculture.

Professor Stone, who has made an extensive study into forestation and orchardizing in the United States, points out the great need of educating the New England farmer into discerning what lands are inefficient or nearly so for crop raising which will serve efficiently for wood and fruit growing.

### Cultivation of Crops

"In Rhode Island alone," he says, "with a total farm acreage of 331,600, out of a total acreage of 682,880, at least one-third should be cleared for cultivation of crops or orchards and small fruits. One-third should be woodland, well-managed. One-third should be pasture, out of which we should appropriate the roads, swamps, village and city plots.

"This will allow approximately 225,000 acres for good woodland, which, if well managed, will supply coming wants for building purposes. At present between two-thirds and three-quarters of this acreage is unimproved, or in roads or plots. With the 20-year growth of timber on this 225,000 acreage an average annual production of from \$1,000,000 to \$1,500,000 would be assured.

Both Professor Stone and Mr. Shields hold that forestation in this section is no gamble, while orchardizing has established itself as a known quantity for success. The drain on the land for over two centuries and no intelligent effort toward restitution still continues among the shortsighted farmers in the majority.

An illustration of this is given by Professor Stone in the antiquated orchardizing methods of New Englanders. For years, he explains, farmers have been cutting off the grass in their orchards and carting it away, without replacing the nutrition which the grass has been taking from the soil at the expense of the trees. The starvation of the trees in this way is gradual but effective.

As early as when Rochambeau's army marched out of Rhode Island to ultimately join Washington at Yorktown, there were testimonials to the dissipation of the forest resources. Rochambeau contracted for 100,000 cords of wood to fuel his army, and the giant allies of the colonists, the forests of Rhode Island, gave liberally to feed and warm the valiant French army. This debt to the forests of over 140 years' standing remains unpaid.

The possibilities in Rhode Island alone are shown in a few private tracts, but more strikingly in a natural pine plantation at Coventry. Here the state and the federal government officials have been interested for several years in watching growth and guarding against blighting.

A plantation at Warwick Neck shows a 38-year growth of white pine to have demonstrated feasibility in timber growing. This in spite of the declaration by Mr. Shields that there are no well-managed forests in the State. White pines of 15 years' growth are shown in a plantation at West Greenwich.

All of these growths and the nursery growths indicate to the students that Nature has given New England abundant means for meeting an exigency which must be faced soon. Nature and the grand economic condition may be turning the "course of empire" eastward.

### EXTRADITION CASE SET OVER TWO WEEKS

WHITE PLAINS, N. Y., March 25 (Special)—The MacLaughlin-Morris extradition case, after being argued in court here yesterday for two and one-half hours, came to a halt upon the application of William J. Fallon, counsel for the defense, for two weeks in which to submit a brief on his contention that "no crime was committed and there has been no conspiracy."

Assistant District Attorney Daniel Lyons said that warrants for the arrest of three defendants, William J. MacLaughlin, Joseph MacLaughlin and A. E. Morris, had been issued by the Governor of New York State and that there were only 30 days in which to make them returnable. He therefore asked that the sheriff execute the warrants at once.

Judge Bleakley granted this request and the three defendants, who were in the courtroom, were temporarily placed under arrest.

After these proceedings Mr. Fallon made a motion that the \$2500 bail for each of the defendants be continued. This was also allowed by Judge Bleakley, who adjourned the hearing to April 7.

Upper Left—Rhode Island Power Sprayer With Crew. Upper Right—White Pines of 15 Years' Growth in Rhode Island. Lower—Young Maples in a Rhode Island Nursery

### Political Small Talk

By RUSH JONES

FACING a serious situation for months, the result of the slander suit brought by former Speaker Joseph E. Warner against Lieutenant Governor Alvan T. Fuller, makes things a great deal worse in Massachusetts for the Republican Party. The party leaders will scout gently such statements of fact and endeavor to make it appear that everything is serene and that the Grand Old Party is en route to certain and easy victory.

Which listens very well were one not well assured by facts that the political state of Denmark, so far as both Republicans and Democrats in Massachusetts are concerned, is in a very critical condition indeed. It is no news that Joseph E. Warner of Taunton, former Speaker of the state House of Representatives, has been intending to be a candidate for the Republican nomination for Lieutenant-Governor ever since Alvan T. Fuller defeated him two years ago by about 825 votes.

It was the attack made on the former Speaker by the then Congressman Fuller, which later became the subject of the \$100,000 suit for slander which was concluded at Taunton yesterday, which defeated Joseph E. Warner. Charles L. Burrill, former State Treasurer, and A. P. Langtry, former Secretary of the Commonwealth, along with Mr. Warner and Mr. Fuller, made an interesting political foursome on the links for the Republican nomination for Lieutenant-Governor, two years ago.

Mr. Burrill made a good campaign that summer following the presidential conventions. At Chicago he of the four candidates for the lieutenant-governorship stood out unqualifiedly for Calvin Coolidge for the Republican nomination for the presidency. It soon became evident that Mr. Langtry as a candidate for Lieutenant-Governor was far weaker than Mr. Langtry as a candidate for Secretary of State. Then Mr. Warner forged ahead. He had powerful organizations and politicians within the party as friends. Congressman Fuller's friends knew all this, so the man from Malden made his drive against Mr. Warner, ignoring Mr. Burrill and Mr. Langtry.

The campaign for the Republican nomination for second place on the state ticket grew in interest and in intensity in exact proportion as the length of the contest diminished. The last days were bewildering with four candidates for the Republican nomination for Lieutenant-Governor plying their wits all over the State at various rallies and meetings of any description where a candidate would be permitted to speak.

The men who read the signs of the times politically knew that the finish of the contest between Mr. Warner and Mr. Fuller, followed as it was by the filing of the slander suit in Bristol County, betokened another contest to the lieutenant-governorship nomination this year. Weeks ago, Mr. Warner declared that no matter how the Bristol County suit terminated he would be a candidate for the Republican nomination for second place on the state ticket.

Mr. Fuller has received the official sanction of the so-called party leaders, but everyone knows that party leadership today is not what it once was and the signs of the political weather map point to such a contest between Mr. Fuller and Mr. Warner that a strong and independent candidate might make an altogether different situation were such an one to enter.

## PRINCETON WINS IN ANNUAL DEBATE

Harvard and Yale Defeated on  
Russian Topic

Princeton's debating teams defeated both Harvard and Yale in the fourteenth annual triangular debate between the three universities last night.

The subject was "Resolved, That the United States, in joint action with France, England, Japan and Italy, should recognize the Soviet Government of Russia." Princeton's affirmative team triumphed over Harvard's negative team in Sanders Theater, Cambridge, while the Crimson affirmative team defeated Yale at New Haven, and the latter's affirmative delegation went down before the Orange and Black at Princeton. Results of the debates were broadcast by radio throughout the United States for the first time.

Harvard's Coolidge debating prize of \$100 was presented to Sol Ar Rosenblatt, Harvard '22, as the best speaker in the preparation for the triangular debate. Judge Arthur P. Stone of Boston presided at the debate in Cambridge, and the judges were Lemuel H. Murlin, President of Boston University; C. S. Thomas '37, associate editor of the Atlantic Monthly; and George F. Williams, former congressman.

Harvard's negative team which lost to Princeton consisted of Norman E. Himes '22, Philip Walker '25 and S. A. Rosenblatt '22, while the Princeton team comprised Jordan B. Darby '24, Alexander Arvidian '23 and Robert H. Scholl '22. Harvard's victorious affirmative team included P. W. Williams '25, R. S. Fanning '23 and C. W. Phelps '22.

## PHI BETA KAPPA ELECTS AT RADCLIFFE

Phi Beta Kappa elections at Radcliffe yesterday resulted in the selection of six members of the senior class and one member of the junior class for the "Key."

The seniors chosen are Miss Alberta B. Derry of Lynn, Miss Margaret L. Cunningham of Amherst, Miss Charlotte B. Howe of Indianapolis, Miss Dorothy Everett of Manchester, N. H., Miss Marion A. Joyce of Brookline and Miss Frances B. Russell of Williams-town. Miss Margaret James of Belmont is the only member selected from the junior class.

Membership in the society at Radcliffe is limited for each class to one-eighth of the total membership.

## CITY WOULD COLLECT TAXES ON ITS GIFT

Authority for the City of Boston to continue to collect taxes from the property willed to the city by George R. White will be sought by Mayor Curley through a petition to the Legislature. Governor Cox suggested this course in a conference yesterday with Joseph P. Lyons, assistant corporation counsel of the city.

The tax income from the \$5,000,000

property approximates \$125,000 a year. As the matter stands it could no longer be assessed after the city took over title to the property and the tax money would be limited to the terms of the White bequest instead of being available for municipal uses.

The petition must receive a four-fifths vote of both branches of the Legislature before it can be admitted with an accompanying bill, owing to the lateness of the session. Governor Cox is reported to have given his approval to the plan.

## Rare Wild Duck Likes City Winter

Hooded Merganser Approves  
'Bread on the Waters'

Probably not all nature lovers in Boston are aware that during the winter there has remained here a distinguished stranger, observed perhaps by only a small number of persons who are in the secret. With the wild mallards and black ducks that have wintered in the Fenway stream, a hooded merganser has found companionship and protection.

On a recent Sunday afternoon when the bird lover was out for a view of the great flock of gulls which frequents the ice fields in the lower basin, he was taken up by a sympathetic friend "in the secret" and the Fenway where the ducks were staying.

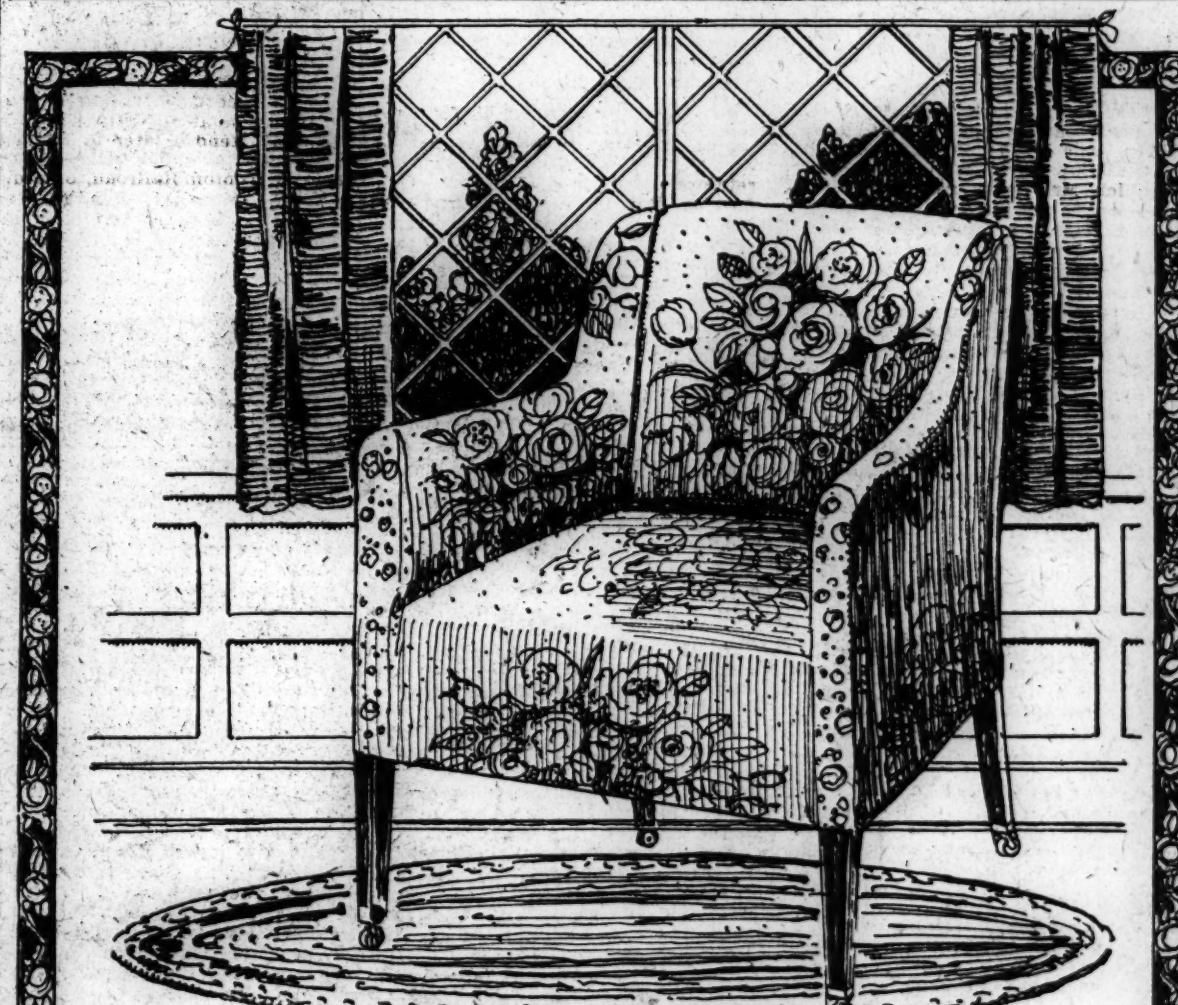
With a loaf of bread as a magnet, the entire flock came almost within reach. Conspicuous among them was the merganser, a beautiful creature and as sprightly as attractive. With his prominent black crest and white margin, black and white body and fine rufous sides, he is a very handsome bird. It seems odd to see a fish-eating duck so readily and with such apparent happiness accept bread cast upon the waters. It came back to the giver not after many days but at once in the joy of observing this attractive bird on a snowy winter day. A rare incident for this latitude!

### CLUB'S AIM TO 'HUNT JOBS

OXFORD, Mass., March 23 (Special Correspondence)—An "Out of Work Club" has been formed by the men formerly employed by the Dodge Felt Company, and it has been voted to seek employment first for the members who have dependent families. They will meet for roll call each morning in the boiler room of the plant and report the outline for the day. Any member not answering the roll call will be assessed 5 cents.

### PORT OF BANGOR AGAIN OPEN

BANGOR, Me., March 25—The ice that moved down on Thursday and jammed in the Narrows below the city passed out with the early morning ebb yesterday and the port of Bangor is open to navigation.



**R**OSE-COLORED fadeless Kapock draperies at the window let in the warm Spring sunshine upon this rose-flowered chintz easy chair. Lasting comfort along with its lasting beauty—because the chair has been upholstered skillfully and worthily in the sunny, airy workshops in the great Paine building high above the street.

## Paine Furniture Company

Furniture, Draperies, Rugs, Lamps—Interior Decorators  
Near new Arlington Subway Station, Boston



## Mozart's "Cosi Fan Tutte" Revived to the Pleasure of a Metropolitan Audience

By WINTHROP P. TRYON

"Cosi Fan Tutte"—Libretto by da Ponte, music by Mozart; produced under the scenic direction of Joseph Urban and under the musical direction of Arturo Bodanzky, Metropolitan Opera House, New York, evening of March 24, 1922. The cast: Don Alfonso.....Adamo Didur, Ferrando.....George Meader, Guglielmo.....Giuseppe De Luca, Dorabella.....Frances Peralta, Fiordiligi.....Florence Easton, Deslina.....Lucresia Bori.

New York, March 24. Special Correspondence. MOZART'S famous, though as far as this city is concerned hitherto neglected, "Cosi Fan Tutte," which was produced at the Metropolitan Opera House this evening called forth the most genuine and well-considered hand-clapping of any old-school revival that has been attempted in a long time. Sung by performers of the first ability, it won the approval of a large and discerning audience on its sheer dramatic interest and musical charm. Da Ponte's libretto, which has not always had the best of recommendations from historians, proved, under Metropolitan handling, worthy to stand beside that author's well-known adaptations for Mozart of a French comedy and a Spanish miracle-play. Or, to bring the matter down to a comparison of portraits, Don Alfonso of the "Cosi Fan Tutte" book, while an invention of Da Ponte's own, compares passably, to say the least, with his Figaro and his Don Juan, which are copies of other painters' conceptions.

If the Metropolitan audience showed pleasure in renewing acquaintance with Mozart and Da Ponte, it showed, too, appreciation for the labor of the persons who have rehabilitated the polite old farce of the untranslatable title. Is "All Women Are Alike" too blunt an English paraphrase for "Cosi Fan Tutte"? Well, it makes little difference anyway; and most people will probably be willing to accept established usage and stick to the Italian designation, not forgetting to accent the "i" in the first word and making no mistake about the "e" in the last.

An Evening of Achievement. To judge, then, by this evening's applause, the artistic career of three men must be registered as rising close to the top level of the cross-ruled paper. A fourth man, also, whose line has lately been dipping rather low, must be included in the upward swing. To name the men, Giulio Gatti-Casazza, the general director, let him be represented by a black line; Arturo Bodanzky, the conductor—let him be dotted black; Joseph Urban, the scene designer—call him red; and finally Samuel Thewman—dotted red—must be recorded as reaching their highest achievement. Let dotted black, however, show a slight downward waver, just falling short of the peak reached by the other three lines. For Mr. Bodanzky, to whom all musical arrangements may be supposed to have been entrusted, did what looks like a weak thing in causing one of the important passages for the tenor to be omitted. "Cosi Fan Tutte," no one should forget, is a study in formal design. Molere in "Les Précieuses Ridicules," after which the libretto may be imagined to be patterned, shows not a whit more consistent balance of character against character and situation against situation than does Da Ponte. Bach, in contriving his instrumental suites, never sets himself stricter rules of symmetry than Mozart sets himself in this opera. The two cavaliers, Guglielmo and Ferrando, in agreeing to try the constancy of the women to whom they are betrothed, take the joke in quite opposite ways. And the difference—amusement on Guglielmo's side and uneasiness on Ferrando's—is brought out in the contrasting arias of "Non siate ritrosi," for the baritone, and "Un'aura amorosa" for the tenor. Possibly Mr. Bodanzky meant to complicate the tenor in ordering him to omit his aria and to make the best sort of impersonation he could out of his recitatives, his parts in the duets, trios, quartets and quintets. But he would surely have made matters easier for the singer and plainer for the audience if he had permitted the exultantly brief and comically plaintive "Un'aura amorosa" to be heard.

High Comedy in Melody. But away with consideration of what failed to be done on the memorable occasion. To mention one of the most impressive moments, there was the soprano performance of the great aria of Fiordiligi in the second half of act one, "Come scoglio immota resta." Never, truly, has indignation of the high comedy sort been so well written in the language of melody as Mozart has written it here; and never, perhaps, have Fiordiligi's scoldings at the supposed gallant from the Orient who is wooing her, and reassuring reflections upon her own firmness against flattery, been so strikingly voiced as they were before the crowded pit, boxes and balconies of the Metropolitan Opera House tonight.

All the praise that may be bestowed upon Mmes. Easton and Peralta for their impersonations of the Neapolitan sisters, Fiordiligi and Dorabella, upon Miss Bori for her impersonation, at once audacious and circumspect, of Deslina, of Messrs. Meader and de Luca for their illusive evocations of the two cavaliers, now as European gentlemen of cloak and sword and now as Levantine noblemen, and of Mr. Didur as the grand-mannered cynic, Don Alfonso, belongs, in the last analysis, to Mr. Gatti-Casazza, who nominated these singers for the cast. Again, all the praise that may be given to the actors in the drama belongs ultimately to Mr. Thewman, who determined the methods by which the place should be staged. The praise of the scenic setting is presumably all Mr. Urban's. The effect of a perspective in three horizontal planes is an old one with him; and it served an excellent purpose in "Cosi Fan Tutte," giving opportunity for a small stage upon the main stage, and so permitting the dialogue to be carried on within conversational distances. When sets could get all kinds of delight from the music and all kinds of indications of what a music-



Upper Left—Lucresia Bori and Frances Peralta  
Upper Right—Frances Peralta and Florence Easton  
Below—Giuseppe de Luca

Photos © Mishkin

## New Composition by Boston Man at the Symphony

The nineteenth concert by the Boston Symphony Orchestra was given yesterday afternoon with Emilio de Gogorza soloist. The program was as follows: D'Indy....."Wallenstein" Trilogy, Elchheim....."Oriental Impressions," Handel.....Air "Where'er You Walk," Alvarez....."Canto del Presidario," Goldmark.....Overture "In the Spring."

D'Indy's Wallenstein Trilogy is the work of early years, before the composer had attained that austerity and aloofness which, while commanding respect, somewhat alienate the average listener from his later works. Conceived on a large plan, yet logically carried out, the composition is filled with a wealth of beautiful detail. To be sure the influence of Wagner is to be felt here and there, and more often than the voice of Wagner that of Cesar Franck is heard. These are familiar reproaches. Nevertheless, stronger than these alien influences we feel the individuality of D'Indy himself in this music. He has never since written more touching measures than those allotted the Piccolomini nor more imaginative music than the opening pages of "Wallenstein's Death." Mr. Montoux is naturally in sympathy with music of a dramatic and descriptive nature, distinguished for its fire and eloquence. Yet in spite of its dramatic force the interpretation never became coarse or over-emphatic. The music was allowed free speech, and the personality of the conductor was never for an instant permitted to come between it and the auditors. Interpretations of this kind, while not calculated to appeal to the lovers of the sensational, must be a source of keen delight to genuine lovers of music.

Elchheim's "Oriental Impressions," conducted by the composer, were played for the first time. The composer has reproduced the sounds of the Orient with an almost photographic exactitude. Yet they can hardly be called impressions as they do not seem in any way to reflect his personality. They are as impersonal as a photograph and for this reason, although they astonish by their cleverness, they for the most part leave the hearer cold. Chabrier in his Spanish reproduced the sounds of Spain, yet never for a moment do we lose the feeling that the music, in spite of its glowing color, is but the expression of the emotions of Chabrier himself, affected as they were by the atmosphere of that country of dance and song. Mr. Elchheim does not seem to have absorbed the music and spirit of the Far East and then to have given expression to it in terms of his own. Rather has he spent his energies in setting forth the details of Eastern music in the matter-of-fact manner of a report to a scientific society. There is no effort necessary on the part of the listener to exert his imagination and the East is robbed of that mystery which makes it such a never-ending source of interest. Yet there is much in this music to stimulate the imagination in quite another way. Mr. Elchheim's use of percussion instruments leads to interesting speculations as to the part which they are destined to play in the future development of the orchestra. Only one other composer, Percy Grainger, seems so far to have realized to any great extent the possibilities for new effects of color inherent in this group. To the majority of composers these instruments mean only noise, yet many new effects of a far different nature are obtainable from them. Our so-called modern orchestra is in reality of a comparatively few years' growth. Mr. Salzedo, the harpist, would introduce a large harp section. Mr. Grainger would increase the number and variety of the in-



struments of percussion. Such innovations may yet become commonplace in the music of the future, adding vast new resources to our present comparatively limited means of expression. It is perhaps superfluous to add that these impressions are the work of a thoroughly skilled musician handling his medium with a sure hand. They gave evident pleasure to the audience. Emilio de Gogorza was the soloist. He is one of the few singers now before the public who possess the real tradition of the proper interpretation of the music of the eighteenth century. His singing of Handel's Air from "Semele" was expressive without lapsing into sentimentality, that pitfall of many singers who attempt this music. Alvarez' song, in quite another vein, was given with the perfection of style and dramatic intensity for which Mr. de Gogorza is so justly noted. The orchestra, as usual, played brilliantly. In Elchheim's "Oriental Impressions" it played the difficult rhythms and unusual intervals with real virtuosity.

## Carl L. Pawlowski's Recital

On Friday evening, in Jordan Hall, Carl Pawlowski, a pianist new to Boston concert goers, gave a recital. His program, traversing familiar pieces by Schumann, Chopin and Liszt, also included more novel pieces by Rachmaninoff, Arensky and Scriabin. Mr. Pawlowski, evidently making his beginnings as a virtuoso, displayed many promising qualities. His tone is agreeable, he never seeks to force the instrument beyond its natural capabilities, his interpretations, while at times ineffective, show considerable originality of thought, his program combined the old and the new in just proportions. He was least successful in his playing of Chopin, his conception of the twenty-four preludes and the C sharp minor

schерzo being quite out of keeping with the evident intentions of the composer. On the contrary, his playing of two little-known preludes by Rachmaninoff and three études by the somewhat too facile Arensky was poetic, well balanced and showed a clear understanding of the music. With proper guidance and uncompromising self-criticism he should go far. Scriabin is a name not commonly found on programs here, although whole concerts are devoted to his music elsewhere. His "Poème Sinfonique," played last evening, if it is a fair sample, fails to arouse a burning desire for more of his music.

## Concert Calendar

Sunday afternoon, March 26, in Symphony Hall—A concert by the Boston Symphony Orchestra, Pierre Montoux conductor, in aid of its Pension Fund.



## 50 Years in One Location

The opening of our new store at the corner of Greenwich and Murray Streets signals an activity of over fifty years in shoe manufacturing and retailing. From a small beginning in this same block our business under the personal supervision of James S. Coward—who is still on the job—has grown to include eleven connecting buildings devoted to the sale of shoes for men, women and children. Such steady, sure growth as that of the Coward business speaks volumes for the service we are rendering for not without the satisfaction of the public could a business of this size come into being. We acknowledge our indebtedness to the public and proffer our thanks for their thus helping us so happily to round out a half century of business life.

Sold Nowhere Else

James S. Coward

260-274 Greenwich Street, New York (Near Warren Street)

piano. The same concert will be repeated in Jordan Hall on Tuesday, March 28.

On Tuesday evening March 28, in Symphony Hall, Anna Case, soprano, will give a recital. Her program will consist of seventeenth century Italian arias, Swedish and French folk songs and pieces of Bach, Debussy, Nerini, Flegler, Sibella, Strauss, Schumann, Schubert and various English composers. Surely variety in plenty to satisfy the most fastidious and a program fitted to show the singer in many moods and styles.

Thursday afternoon, March 30, in the ballroom of the Copley-Plaza Hotel a program of French and English folk songs by Lorraine Wyman, a singer well skilled in this kind of music.

Friday afternoon, March 31, and Saturday evening, April 1, in Symphony Hall, the twentieth pair of concerts by the Boston Symphony Orchestra; Pierre Montoux, conductor. Mr. Montoux has arranged an unusually interesting program, the most important number of which is Cesar Franck's "Psyche," which will be performed here for the first time in its entirety. A chorus specially assembled for the performance of this work will assist the orchestra. The remaining numbers will be a Suite by Henry F. Gilbert, drawn from the music which he composed for the Pilgrim Tercentenary, and Handel's Concerto in F major for strings and two wind orchestras.

## Cincinnati's Next Festival

CINCINNATI, March 25—At the Golden Jubilee May Festival in Cincinnati, which will take place during the first week of May, 1923, a new choral work by the American composer, Henry Hadley, will have its first performance. It is called "Resurgam." The score has just been completed and accepted by Frank van der Stucken, who returns to America as musical director of this festival. The poem upon which Hadley has founded his latest work is by Louise Ayres Garnett. It is subdivided into four sections and is written for large orchestra, double chorus, children's chorus, soloists and semi-chorus. It will be given on the last night of the festival.

## GREAT MILK PLANTS TO BE ESTABLISHED

SPRINGFIELD, Mass., March 25—Acceptance of a plan for a cooperative marketing organization in this city, which will include the establishment of a plant capable of handling 15,000 quarts of milk daily and facilities for the disposition of surplus milk marked the annual meeting here yesterday of the Springfield marketing division of the New England Milk Producers Association. The cost of the plant, exclusive of the building, was estimated at about \$75,000. The plan proposes the establishment of similar plants in other cities and towns in western Massachusetts.

## WORCESTER TO HELP

WORCESTER, Mass., March 23 (Special Correspondence)—The Worcester Chamber of Commerce will appoint a committee to cooperate with the Massachusetts Chamber in the "Made in New England" campaign. It is believed that by increasing a demand for New England products unemployment can be reduced, industries speeded up and general business conditions improved.

## MONEY SAVED IS MONEY EARNED

If people realized the truth of this statement millions would be saved that are now spent foolishly. Think it over—make our bank your bank.

Money Deposited in our Savings Department on or before April 1 goes on Interest That Day. Recent Dividends 4 1/2 %

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For the convenience of Americans in London, purchases may be charged to home accounts.

## Purpose of This Column

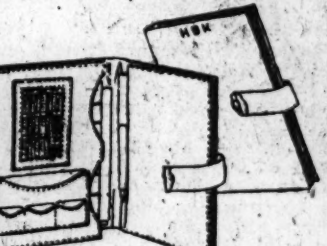
Advertising is like Fame—it makes us known to people who do not know us.

## Cross Moire Envelope



One of our latest Spring models, in black, blue or brown moire silk, exquisite silk linings. Fitted with mirror and purse. The flap is mounted with a handsome imported Marcellite ornament. Silk cord handle. Size 6 1/2 x 4 1/2 inches. Unusual value.....\$8.00

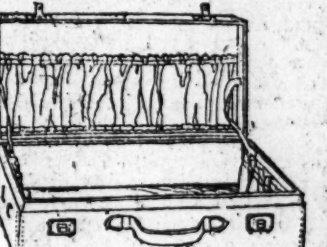
## Cross Writing Folio



When folded measures 8 1/2 x 6 inches, taking small space in your bag when traveling. Conveniently arranged with pockets for stationery, letters, cards and stamps. Fitted with calendar and fountain pen. Colored English morocco leather, moire silk lining. Specially priced until April 1 \$9.75 Value \$12.00 Initials stamped, 50c extra.

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## Cross Week-End Case



For women. A strong and lightweight case of black cloth, hide leather, lined throughout with silk, in attractive colors. The shirred pocket inside lid will help keep your gloves, veils, etc., together; side pocket for handkerchiefs. Ample space in body for wearing apparel; three sizes, 20, 22, 24 inches. Values \$25, \$26, \$27 Initials stamped without charge.

## Cross Wardrobe Trunk



For men and women. A Cross wardrobe trunk gives you all the convenience of your home wardrobe. Clothes are never creased or wrinkled. Five drawers with strong locking bar. Garment hangers, shoe box, laundry bag at left. Construction three-ply veneer, covered lining, fibre covering and binding. Full size. Specially priced.....\$38 Value \$49.50 Other Cross trunks greatly reduced.

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## JUDGE PIERCE CASE BEGINS TUESDAY

Interest Keen Because of Recent  
Discussion of Reform in  
State Judiciary

Because never before in the history of the Commonwealth has a justice of the Supreme Court of Massachusetts been removed for official misconduct in office, wide interest attaches to the proceedings against Judge Edward F. Pierce of the Supreme Court which begin next Tuesday with a preliminary hearing on methods of procedure before the special committee of the Legislature appointed to hear the case.

Not a little of the interest arises from the fact that considerable attention recently has been directed to the issue of the popular election of judges. The Pierce case, also, has brought forward certain provisions of law relating to the removal of the men appointed to the bench of the State.

Judges may be removed from office by impeachment or by address to the Governor. Under impeachment the charges against the defendant are preferred by the House of Representatives and heard by the Senate sitting as a court, taking sworn testimony. Under the constitutional provisions for removal by "address," the judge may be removed by the Governor and his council on address of both houses of the General Court. On only one previous occasion has a Supreme Court justice been removed by this method, when Judge Theophilus Bradbury was removed in 1893 for incapacity to perform the duties of his office.

Although Judge Pierce is under indictment returned by the Suffolk County Grand Jury, the General Court will take up the case first. For this purpose a committee of three members of the Senate and eight members of the House have been appointed to serve. This committee represents an equal balance of men of legal and business training.

Leonard F. Hardy, Chairman  
For the Senate there are Leonard F. Hardy of Berkshire, Hampshire and Hampden, Lewis Parkhurst of Middlesex, and Wesley Monk of Norfolk and Suffolk. On the part of the House the speaker appointed Alfred P. Richards of Plymouth, Elliot Adlow of Essex, Edwin G. Norman of Worcester, Owen E. Brennan of Lowell, Michael J. Fitzgerald of Worcester, Richard B. Coolidge of Medford, James T. Potter of North Adams and Howard D. White of Ayer. Senator Hardy is chairman.

The meeting called for next Tuesday morning at 10 o'clock will be for the purpose of receiving suggestions as to method of procedure, and it is expected that adjournment will be taken until the following Monday, when the hearings will be held consecutively.

The original petition for the removal of Judge Pierce by address to the Governor and his council comes from George M. Poland and Irving F. Judson. It was printed as a House document and referred to the Committee on Rules. The committee returned the petition with the suggestion that the legislative committee be formed to proceed as the constitution provides.

**Text of Petition**  
The undersigned, citizens of Wakefield in said Commonwealth of Massachusetts, the petition recites: "respectfully petition both houses of the Legislature to address to the Governor of the Commonwealth of the Commonwealth to remove, with the consent of the council, Edward F. Pierce, from the office of a justice of the Supreme Judicial Court of the Commonwealth, and in support of their prayer allege the following reasons, to wit:

"Said Edward F. Pierce, while a justice of the Supreme Judicial Court of Massachusetts has received and accepted gifts and gratuities from persons interested in causes and matters now and formerly in litigation in said court, and has interested himself improperly in causes and matters while a justice as aforesaid, and has conspired with diverse persons in matters of litigation pertaining to the Waban Rose Conservatories and Henry Wood's Son Company, Massachusetts corporations, and rights therein, and has acted improperly in said causes and matters for the aid and assistance of one Ulmer and to the injury and detriment of the estate of Edmund M. Wood late of Wakefield and of Henry Wood, Mary B. Hand and Blanche A. Legg, persons interested in said estate, for whom your petitioners are counsel, and in other respects said Edward F. Pierce has misconducted himself while a justice of said court."

There is a mass of evidence in the case and in connection with the charges brought against Judge Pierce. It is said, also, that the case is highly involved and that more than 50 witnesses will be called before the legislative committee.

## NEW IRISH TARIFF NOT TO AFFECT TRADE

NEW YORK, March 25 (Special).—The outcome of the discussion regarding tariff rates for the Irish Free State will not affect the volume of her trade with the United States, according to the trade report of the National City Bank, which says that the kind of material purchased here is of a character which the people there must continue to have and cannot more conveniently be bought from any other part of the world.

Wheat and flour, oats and oatmeal, barley and rye, petroleum in all its forms and sugar make up the bulk of the \$42,000,000 worth of commodities which the United States exported to Ireland in 1920. Our imports from Ireland in 1920 reached \$33,000,000. The trade between the United States and Ireland in 1920 was greater than in any previous year, aggregating about \$30,000,000, against \$21,000,000 in 1919.

Trade figures show that in the past decade United States trade with Ireland totaled about \$425,000,000, about equally divided between imports and exports. In the past quarter of a century the trade between the two countries has reached about \$1,000,000,000.

## EXTENSION COURSES UTILIZED BY 10,000 PEOPLE IN STATE

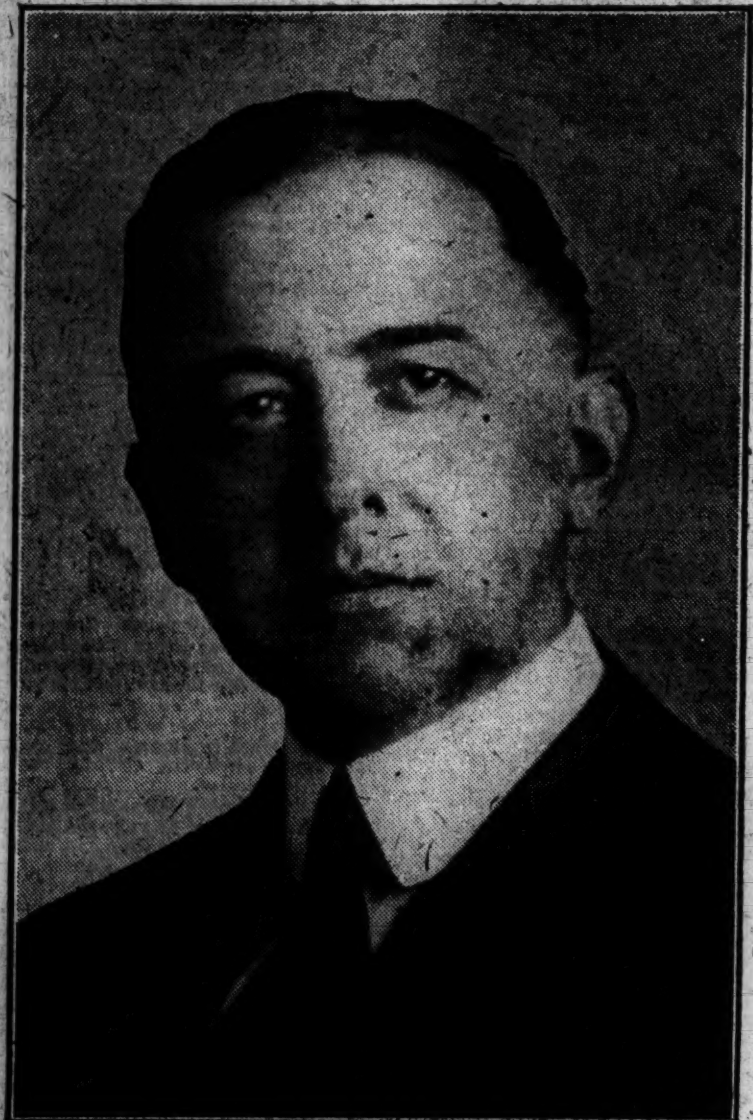
Enrollment of Double Expected Number Cuts Individual  
Cost and Widens Variety of Subjects

Studying at home after the conclusion of what is ordinarily supposed to be a day's work are some 10,000 men and women of mature years in Massachusetts, taking advantage of the increased educational opportunities brought them by the correspondence courses offered by the department of university extension of the State Board of Education. These figures of last year's courses are expected to be exceeded by those for this year. Large increases in enrollment have marked the records of the last two months and indicate a record year.

"It is noticeable that with the gradual improvement in conditions in

pected of them," Mr. Moyer said. Total enrollment in all courses since they were established in 1916 now exceeds 90,000 exclusive of this year, statistics for which, of course, are not complete. Of this grand total 45 per cent were men and 55 per cent were women. The average age of those taking the courses is between 20 and 31 years. These courses are obviously intended only for adults. The enrollment of young people who can find a place in evening schools has been discouraged.

Many Classes Offered  
In making the estimates for the work when it was started, 14,000 enrollments were figured for the year



James A. Moyer

Industry there is more demand for correspondence instruction in industrial subjects and class work," said James A. Moyer, director of the department, as he sat in his office at the State House yesterday afternoon. Mr. Moyer also is secretary-treasurer of the State Department of Education. "When men employed in industry have little work, the incentive is apparently lacking for home work study courses."

**Education Is Practical**

"There have been inquiries for correspondence courses to supplement weekly lectures given in industrial plants for the training of foremen," he continued. "It has been difficult, however, to make satisfactory recommendations for education of this kind. Group instruction, when handled in this way, is too much like 'education by wholesale.' Much of the training instruction that has been offered in foreman training courses generally has included very little of practical value. It has been offered more or less for its inspirational value, and informational value has been only a minor consideration."

"One of the chief difficulties encountered in working out these courses is that the ones they are intended for are not much interested in some study and lack, therefore, the incentive they should have for sustained educational effort. They are easily discouraged, especially if they had only a grammar school education, and have been out of school for a number of years."

"The division of university extension has not encouraged the development of 'inspirational' courses but has recommended courses to fill a definite need. Practical courses in oral English, safety engineering, blueprint and plan reading, elementary industrial organization, economics of business and technical courses are of this kind, and their advantages are obvious."

Public speaking classes are given in many cities and towns for business men and industrial employees. These classes have helped many a self-conscious salesman to overcome the difficulties which have interfered with his success in selling, and have been of great help to factory employees who want to "get up and talk at meetings," says Mr. Moyer.

The class in oral English for industrial employees was the result of statements frequently made by managers and superintendents that foremen as a rule find it difficult to express themselves when meeting together in a group. A foreman might have a thorough knowledge of the work for which he is responsible and be in every way competent to discuss it with managers, superintendents or engineers when "on the job." When, however, in some meeting of foremen he is questioned in regard to some detail of his work, he is at a loss to know what to say. He cannot collect his ideas. In fact, Mr. Moyer says, it is not unusual to find a foreman who will have great difficulty in saying more than "yes" or "no," at a meeting of this kind. The course in oral English, when given for foremen in shops, is intended to be elementary and has for its main purpose training to speak "when on one's feet."

"I believe a course of this kind is

very much more valuable than years of attendance at the so-called 'inspirational' type of lectures for foremen training," added Mr. Moyer. "University extension courses have been successful beyond anything ever known in Massachusetts, yet during the last school year the total enrollment for both class and correspondence courses was 30,834. Of this number 21,000 students studied in classes organized in 100 communities in the State."

In Massachusetts, university extension courses are offered on a slightly different plan from that in states having publicly supported universities. As worked out here it is adult education in the broadest sense. Correspondence courses are offered and classes are organized anywhere in the State to teach grown-ups almost anything they want to know. An instructor will be sent to any city or town in the State to give instruction in almost any subject for which there may be demand. While much of the work is of college and university grade and instruction is given by professors and instructors from the universities and other institutions of higher learning in Massachusetts, some of it is technical and commercial.

"Many teachers are studying in extension courses meeting once a week. English composition is the subject in which the most teachers are enrolled in this State. In this respect Massachusetts is unique, says Mr. Moyer, and English is the subject in which teaching proficiency is most needed."

During the present school year the most popular courses for class instruction have been in English, in citizenship instruction for women voters, in accounting, automobiles, practical shop mathematics, appreciation of art (music, sculpture and painting), and lecture courses on home-making subjects. For the course in appreciation of art the demand has been unusual and unexpected, especially in the one relating to music. This is due, no doubt, to the unusual qualifications and interest of the instructors now giving this course, Miss Dorothy Tremble of the New England Conservatory of Music, Henry Gleason, well-known lecturer on art subjects, Prof. R. D. Welsh of Smith College and John A. O'Shea, director of music in the Boston schools, are conducting the courses.

The revision of the course in civil service has been completed to correspond to the new examination requirements. The part of the course in English and report writing has been in much greater demand than heretofore. Some days the new enrollments in this course alone have included more than 50 present members of the police and fire departments of cities in Massachusetts.

The cost of instruction per student is one-third of what it was when the work was started six years ago, or between three and four dollars, and this is considerably less than it was estimated at that time that it would be. The forecast at that time was that it would cost the State between five and six dollars per pupil for university extension work. The lower average is due chiefly to the large numbers enrolled, double the number counted on.

## BEAUTY EXPLAINED OF 'MODERN MUSIC'

Prof. J. R. Marshall Says Hearer  
Must Do Part Giving Requi-  
site Attention and Thought

Prof. John R. Marshall, head of the department of music at Boston University, made a plea against hasty judgment of modern music before the faculty of the College of Liberal Arts yesterday afternoon. "Modern music can seldom be appreciated fully on the first hearing," he said. "If a piece perplexes or even offends your ear at first hearing, give it another chance; the second or third hearing may reveal beauties which you did not appreciate on the first occasion. Remember that modern music makes its demand on the hearer, and you must do your part, giving the music the degree of attention and thought which it requires."

Professor Marshall decried the tendencies of many to persist in declining to give due consideration to modern music, and in clinging exclusively to that music in which the old-fashioned type of melodies and harmonies predominate, asserting that such run the danger of being left behind while the procession of musical progress passes by. "Since the days of Berlioz—that is, since the middle of the nineteenth century," he said, "music has made more and more of a demand on the listener. Harsh dissonances, tone painting, nationalism, impressionism, have all contributed to increase the complexity of music, which, even in its simplest form, is an exceedingly complex sound. One can listen to a symphony by Haydn or Mozart and thoroughly enjoy it with almost as little mental effort as is required to enjoy the 'Blue Danube Waltz.' The simple, graceful melodies, the plain harmonies, and the clear form renders this music easy to appreciate and enjoy."

**Music of Last Half Century**

By "modern music" Professor Marshall explained that he meant the music of the last half century, and more especially the music of the last quarter century, in which certain characteristics, now generally accepted as modern, are present. Liszt, Wagner, Brahms, and the composers of the modern French, Russian, German, and Italian schools he included in this group.

"One who attends concerts or who sings or plays an instrument cannot fail to have observed that the music composed within this period, more especially the last 25 years, differs materially from the music of even 50 years ago," Professor Marshall continued. "It looks different on the printed page, and it sounds different. In making a comparison between modern and older music we are first struck by the difference in harmony. To use a rather technical expression, modern music is very dissonant. There is also a great difference in the kind of melody employed, and the rhythm of much modern music is much more complicated than that of older music."

"Early in the nineteenth century the whole art world was affected by the rise of romanticism in art. Europe had just passed through a great political and economic disturbance. A situation very much like that existing today was the result, and such disturbances are always reflected in a very subtle way in the art of a nation. In music, the romantic movement resulted in the breaking away from the classical style with its stereotyped melodies and forms, and in the invention of new forms better adapted to the new style of music, which expressed the feelings of every-day life."

**Program Music Developed**

In the search for new channels of expression, the romantic composers, led by Berlioz in France, developed the program music, that is, music describing characters, scenes, or events. Berlioz, who was the first of the great French composers, developed the program idea to extremes, and while we hear but little of Berlioz' music today, yet his influence on the development of instrumental music is very great. With the exception of Brahms, most of the great composers of instrumental music since his time have adopted the program idea in their most important works. Liszt contributed greatly to program music by the invention of a new form, the greatest of the program forms; the symphonic poem—a form which has in modern times nearly replaced the symphony. Here, then, we have another great difference between modern music and older music. Haydn, Mozart, and in the majority of cases, Beethoven, wrote music which was complete in itself—music in which there was no attempt to express anything definable in words. The modern composers, in writing program music, attempt to express ideas or to write descriptions in music of subjects which can be expressed in words. The writing of program music has been described as 'tone painting,' and tone painting is one of the outstanding characteristics of modern music.

"Perhaps the latest phase of the development of music is the so-called 'impressionistic' music of the new French school. Debussy, the leading composer of this school, was especially identified with this phase of musical development, closely associated with the impressionistic painters and poets of France, who, as you know, paint things and describe things not as they are, but rather in such a way that your imagination is stirred and you yourself paint the picture in your mind, perhaps better than it is."

**MASONS ATTEND "SWATFEST"**  
About 500 members of Aberdour Lodge of Masons last night attended a "swatfest," a novel form of entertainment, in the underground dining room of the Masonic Temple, Tremont and Boylston streets. The farce and burlesque melodrama featured was arranged by William E. Soule, a member of the lodge, and included many good-datured hits at a number of the best-known of his fellow members.

## VACCINATION BILL STRONGLY OPPOSED

Fight to Defeat Compulsory Act  
Will Center at State House  
Next Tuesday

The fight to defeat enactment of the bill to extend compulsory vaccination to 140,000 pupils of private schools in Massachusetts will be launched next Tuesday afternoon in the House when it is expected the measure, favorably reported from the Committee on Public Health, will be reached for active debate. The status of the measure, which has been given second place on the House calendar for Tuesday, assures a clear-cut vote. Proponents of medical freedom have been making known their opposition to the bill to members of the Legislature, awakening wider appreciation of personal rights in such matters.

On Feb. 21 the Senate tabled the bill accompanying the petition of the Medical Liberty League of Massachusetts for a law to permit the parent or guardian to present a written statement that he is opposed to vaccination for his child. No more has been made to take the measure from the table since then.

The other bills involving the issue of medical freedom have been rejected this year. A bill to repeal the law for a physician's certificate as to vaccination as a prerequisite to admission to public schools was reported leave to withdraw, tabled for a few days in the Senate and then the report accepted. The petition to eliminate compulsory physical examination in the schools was also given leave to withdraw and the report was accepted without debate.

The pendency of the private school bill in the House and vaccination bill in the Senate, however, now leave two contradictory and opposite measures up for consideration. Hearings on both these bills were marked by a

very definite drawing of the lines of medical liberty and official and public medicine.

Supporters of personal freedom in such matters introduced ample evidence of the doubtful value of vaccination and perfunctory compulsory physical examinations. Opponents of any change in the present laws so as to allow the exercise of personal freedom in such matters accused supporters of medical freedom of being "too sensitive," and vigorously opposed any cessation of the powers of medical control now vested in the public officials over the citizens.

Opposition to the bill which would require vaccination of children under the ages of 14 in private as well as public schools was based on the plea that at present a parent can exercise his personal freedom by sending a child to a private school. The proposed measure would remove that right and still further set up the automatic control of medical officialdom, declare leaders of the opposition. This bill in the House was postponed on the motion of Rep. Herbert A. Bartlett.

The measure now tabled in the Senate, on the other hand provides a parent or guardian to exercise his opinion, and provides also that this still be subject to the ruling of public officials that an emergency exists and vaccination is necessary.

**MAINE LIMITS TRUCK LOADS**

AUGUSTA, Me., March 25.—The Governor and Council passed an order yesterday that no commercial vehicle of a gross weight, vehicle and load combined, exceeding three tons shall be operated between March 28 and May 15 over any road or bridge within the State upon which the money of the State has been expended. Exemption is made of roads surfaced with granite paving, brick, cement, concrete or bituminous material.

**WAREHOUSE FIRE IN SOMERVILLE**

Fire in a warehouse at 50-56 Joy Street, Somerville, yesterday caused damage estimated at \$15,000. Much of the damage was due to water, the building being stored with baled hay, grain and flour. A blazing freight car standing on a siding by the warehouse set fire to the building.

## BRITISH WEST INDIAN TRADE IS IMPROVING

KINGSTON, Jamaica, B. W. I.,

March 10 (Special Correspondence).—The figures now available regarding the export of island produce, show a distinct revival since the beginning of 1922, and succeeding the dead period of stagnation which closed 1921. Between Jan. 1 and Feb. 25, substantial increases had been shown in 14 of the island's staple products, whereas decrease or a stagnation is shown under only three heads. Of bananas for instance, there were exported 993,000 stems, as against 600,000 which were sent abroad in the first two months of 1921. Of coconuts, 3,600,000 were shipped compared with 2,840,000 in the period last year already mentioned. Coffee was 55,000 hundredweight, instead of 60,000, pimento 25,755 pounds against 1335, ginger 3106 hundredweight against 600, grape fruit 5500 boxes against 2500. Rum has fallen in export heavily, this year's figures being 106,000 gallons, compared with 265,000 gallons in a like period last year. Sugar is 2014 tons compared with 1800, but copra fell heavily 24,198 from 343,229 pounds. There was also a drop in tobacco. The general result is regarded here as a sign of returning prosperity for the island's products.

**PLAN "CITY OF TREES" HERE**

Tree planting in Boston will receive an impetus as a result of a recommendation from Mayor Curley to Joseph A. Bourke, public works commissioner, that, in conjunction with granite sidewalks laid by this department, a tree be planted every 50 feet. Such a program was begun in 1916, but for reasons not apparent was abandoned. A special appropriation for this purpose is contemplated.

**RADIO EQUIPMENT SOUGHT**

CONCORD, N. H., March 24.—The Adjutant-General's department has applied to the federal Government for four complete radio equipments for the New Hampshire state guard to be placed at Concord, Manchester, Portsmouth and Dover.

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## CREDIT SCHEME MAY AID EUROPE

Corporation Formed to Finance  
Reconstruction by Inter-  
national Loans

LONDON, March 3. (Special Correspondence)—The official report of the result of the recent London Conference of the Organizing Committee of the Central International Corporation and National Corporations has now been issued. The British representatives were Lord Inverforth and Sir John Ferguson; other delegates were present who represented France, Italy, Belgium, Japan, the United States (unofficially), Germany, and Denmark.

It was resolved to procure the establishment of national corporations in various affiliated countries (the exchange difficulties preventing formation of one single consolidated corporation) with a central international corporation in London.

### Aid to Reconstruction

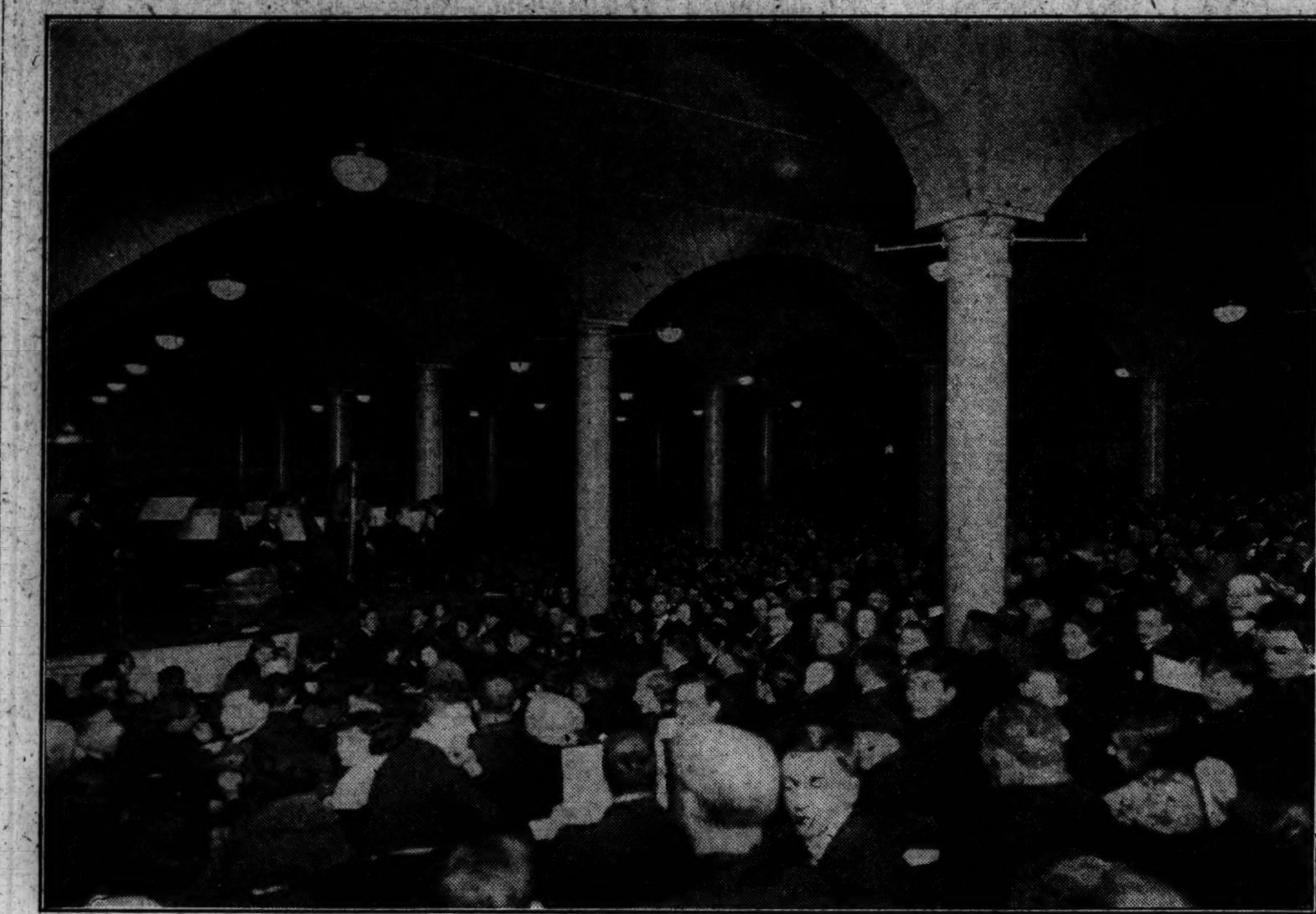
The main object of the corporations will be to examine opportunities for undertaking work in connection with European reconstruction and to assist in financing them. It is intended that the national corporations shall, as far as possible, work together as one entity, under the control of the Central International Corporation, in which all the national corporations will hold shares and be represented on the board. The basis for the formation of the various national corporations will be the memorandum and articles of association of the proposed British National Corporation, as approved by this conference and signed by the chairman.

The aggregate capital of the national corporations in the first instance will be fixed at the equivalent of £20,000,000, of which 25 per cent is to be called up immediately.

The initial capital of the Central International Corporation will be fixed at £2,000,000 by subscriptions of the national corporations of approximately 10 per cent of their original capital. The following countries were invited to subscribe respectively: 50 per cent of the total of £20,000,000 proposed to be raised: Britain, France, Germany, Italy, Belgium. The following countries are to be invited to participate: America, Japan, Denmark, Holland, Switzerland and Czechoslovakia. As soon as three countries are in a position to form their national corporations, those in other countries and the Central International Corporation are to be formed.

### Financiers Doubtful

The governments interested are urged to obtain legislative authority for giving any necessary guarantee. The delegates were unanimously of opinion that the corporations should not do business with or in any country which does not (a) recognize all public debts and obligations undertaken in the past or to be undertaken by the state, as well as the obligation to restore, or, in default of restoration, to compensate, all foreign interests for loss or damage caused to them when property has been confiscated or withheld; (b) establish a



Those Who Got Seats, While Many Stood and More Were Turned Away

## Cooper Union Sunday Evening Concerts Draw Great Crowds

legal system which sanctions or enforces trade and other contracts with impartiality; and (c) give security for trade.

While it is agreed that the above scheme makes a brave show on paper, it would be absurd to say that commercial circles in London regard it with any degree of enthusiasm. Bankers, manufacturers and merchants are completely weary of the international attempts to meddle in the control of purely business arrangements, and the abortive efforts of the League of Nations to assist Austria financially are pointed to as merely the latest fiasco. That the governments of Europe must evolve some order out of the existing chaos and clear the ground before the seeds of trade can be sown and the harvest gleaned is, of course, generally admitted, but the proposed consortium more or less resists the establishment of a railway clearing house before the several companies concerned have laid their tracks.

Furthermore, hampering restrictions are found to be inevitable when government control of any description is involved, all of which tends to confirm business people in their belief that economic salvation lies rather in the speedy reestablishment of normal trading conditions than in any attempt to force the fruitage by artificial means.

NEW YORK, March 15 (Special Correspondence)—Encouraged by the success of the free concerts given under its auspices last year, the People's Institute is again giving Sunday evening concerts in the auditorium of Cooper Union. As it was on the opening night, Nov. 20, so it has been invariably. Long before the hour for the concerts, crowds have been lined up all around the building, good-naturedly awaiting admission. Sunday evening, March 12, a representative of The Christian Science Monitor saw an eager crowd hurry forward as the doors were opened and the seating space was filled in 10 minutes. Many stood and many were turned away.

The American Orchestral Society gave the program, Schuman symphony, No. 4, in D minor; Strauss, Todt und Erklarung; Liszt, Hungarian Rhapsody, No. 4, and the applause given each number was of that spontaneous nature that comes only when an audience has been hungry for what it has just heard. The critic can never applaud as did that crowd; cannot write on paper what such music lovers feel. Artists who are rewarded by such manifestations of gratitude can tell what satisfaction it has given them, one that no large-figured check ever equalled.

Mme. Elly Ney, Miss Sophie Braslau, Mme. Germaine Schmitzer, Ralph Dyer, Mme. Yvette Guilbert, and others have thrilled and been thrilled by the audiences at the People's Institute concerts.

Through the advisory committee, Harold Bauer, Mme. Louise Homer, Albert Spalding and Reinhold Warlich, and the executive committee, Everett Dean Martin, chairman, Mrs. Louise Ryals de Cravito, vice-chairman, Erik Huneker, executive secretary, Mrs. Henry M. Alexander, Henry de Forest Baldwin, Avery Claffin, Miss Frances DeK. Gilder, Mrs. Charles S. Guggenheimer, Miss Mary Dows Herter, Miss Marie Kieckhefer, Sam A. Lewisohn, Mrs. Parker McCollister, Miss Cora McDowell, Ralph Pulitzer, Edward F. Sanderson (director of the People's Institute), and Herbert L. Satterlee, efforts are being successfully made to keep the standard of the concerts up to those set by Carnegie, Zolman and Town Hall. In spite of their heavy professional engagements, a splendid spirit of cooperation is being shown by the artists in their willingness to assist in giving these free concerts to the people who are so evidently eager to hear them.

Everett Dean Martin, director of the Cooper Union Forum (the pioneer forum of America) says: "After many years at Cooper Union, I saw the

possibilities of what I then called a Musical Forum at Cooper Union. It has been an inspiration to see this work at last gain momentum and begin to take an important place in New York City's life. The aim of the People's Institute in giving these concerts is to assist the development of art in America. I am often asked if it would not be better to charge admissions for these concerts. No, it would not. These concerts are helping to save art from commercialism and building definitely toward the place of art in our common life. There must be a common medium together. Culture must not be sequestered but must become the basis of understanding among the people.

"The People's Institute Concerts, therefore, are more than entertainment and their purpose is an important demonstration of the sort of thing that ought to be done in any civilized community."

## SHIP CANAL SHOWS LOWERED RECEIPTS DURING PAST YEAR

MANCHESTER, March 3 (Special Correspondence)—The Manchester ship canal shows a decline in its net receipts during the last year. At the same time the company has been criticized for not lowering its charges. Both of these matters were discussed at the recent annual meeting of the company. The decrease in receipts from ship canal tolls, ship dues, and miscellaneous sources was £264,834, and the decrease in weight of sea-borne traffic on which ship canal tolls were paid was 981,857, as compared with the previous year. The latter item stands at a lower figure than at any time since 1901. The decline is, of course, largely due to world-wide depression in trade. But some critics have urged that it is also due to the fact that the charges levied are too high in comparison with alternative

means of conveyance. This statement was refuted by the chairman of the company in presenting the annual report.

When the canal scheme was being promoted in 1885 promises were made that the canal tolls and wharfage charges at Manchester, plus the charges at the Manchester docks, together would not exceed 50 per cent of the total cost of bringing similar articles from ships discharging in the Liverpool docks by rail to Manchester stations. This favorable ratio is still operative, and, in fact, has been improved upon. The promised saving on cotton brought direct to Manchester was 6s. 8d. per ton, which is a higher percentage increase than the 100 per cent shown in charges. Other traffic is carried more economically, as could be shown by quoting the figures. Savings such as these must be taken into account in estimating the effect of 100 per cent increase in canal charges. It is hoped, however, that these may be reduced before long, and the surest way to effect such a reduction is by an increase in traffic.

It is interesting to note, therefore, that the company is carrying out developments which will have important results in this direction. An old dock at Stanlow, greatly enlarged storage accommodation, and other improvements making for convenient handling of goods and speedy dispatch of vessels are among the most recent additions to property of the canal company, and the usefulness of the enterprise to Manchester and to the great industrial population of Lancashire is evidently being steadily enhanced.

## INJUNCTION USED TO ENFORCE DRY LAW

NEW YORK, March 25 (Special)—More than 1000 injunctions have been obtained to restrain persons arrested for violating the Volstead Act from selling liquor, it was announced here by Palmer Canfield, Assistant United States Attorney.

"The injunction has proved the most effective means of halting the sale of illicit whisky," Mr. Canfield explained. "Violation of the injunction constitutes contempt of court and is punishable by a fine of \$1000 and imprisonment of from 30 days to a year."

## NATIVE PRINCES OF INDIA ARE LOYAL TO GREAT BRITAIN

Hindus of Central States Give an Enthusiastic Welcome  
to the Prince of Wales

ALLAHABAD, India, Feb. 8 (Special Correspondence)—The tour of the Prince of Wales has continued in quiet backwaters during the last week apart from one day at Mhar, which under Lord Kitchener's scheme was the headquarters of the fifth division. After a rousing farewell on leaving Nagpur he arrived at Indore on Feb. 1. Crowds greeted him, and it is noteworthy that they were almost all Hindus.

Much good, there is little doubt, has been done by the many visits of the Prince to the native states. Their rulers in alliance with Britain are responsible for a third of India. There has been, for generations, never any doubt of their loyalty, but it was only by an afterthought that the political theorists who framed the present Constitution seemed to think of the princes and of the part which a council of princes might play in a modern India.

On Feb. 2 there was held a Durbar of 18 princes and chiefs of Central India and on the same day the Prince of Wales attended a garden party of the Agent. The latter, although sometimes styled differently, is the British officer always stationed with each Indian ruler. Very often he wields immense influence behind the scenes, especially if the Prince is of an enlightened disposition.

On Feb. 5, the Prince motored to Mhar and the following day back to Indore, then on to Bhopal, noted as the only state in India governed by a woman, the enterprising Begum. The procedure here was interesting, as she is not only "Purabi," but, since the reign of the Empress of China terminated, she is the only woman ruler in Asia. It was clear at the station where she met the Prince, and at all other times, that she is treated with the greatest respect throughout her dominion and has the widest powers. The Begum has always been a keen advocate for women's rights, has traveled in Europe, has made the pilgrimage to Mecca and is quite an accomplished orator—her address at the Imperial War Conference, convened by Lord Chelmsford, having received enthusiastic commendation from those present. Bhopal, too, it may be mentioned, is very prettily situated among low, rolling hills and gently wooded slopes and boasts a fine sheet of water. From Bhopal the Prince proceeded to Gwalior.

The political condition in India continues most serious. It is gratifying that the London authorities have

fairly awakened to the gravity of the situation. Thoughtful people have noted what Mr. Gandhi's force is when translated into action. Serious disorder in one week has been reported from Bareilly and Gorakhpur in the United Provinces and from the Tanjore area in Madras. At Gorakhpur, which is a more or less isolated district in the Himalayan foothills near the Nepal border, it is the old tale of the volunteers gradually assuming greater power in an area where there were no troops in reserve.

On Feb. 4 the volunteers determined to overawe the pasha of Chauri Chaur by sheer force of numbers. This being done, a mob of 2000 headed by khalfate volunteers attacked the police station with iron missiles and bricks. The building was overrun and the whole party killed. The railways and telegraphs were cut and the mob then scattered all available witnesses against themselves. On the same day there was a serious disturbance in Bareilly, in the northern portion of the United Provinces. A mob of 5000 volunteers persisted in holding a procession despite orders to the contrary. The procession was dispersed only after there were seven or eight casualties, the district magistrate and the superintendent of police being among the wounded.

Two days later came news of a disturbance in the extreme south of India. A riot took place in consequence of a dispute between two factions in connection with an election to a post of some local or religious importance, where before order was restored there were three killed and 11 wounded. Yet after doubtless soul inspiring denunciations of the Gorakhpur murders, the revolutionists will probably resume disputations on the ethics of the repressive activities of the Government.

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## PROPOSAL TO REDUCE PAY OF ENGLISH SCHOOL TEACHERS

Geddes Committee Recommends Economy and Shows  
Disproportion Between Military and Civil Salaries

LONDON, March 3 (Special Correspondence)—The issue of the third report of the National Economy Committee (the Geddes committee) followed closely on the first and second reports. Readers of The Christian Science Monitor will already be familiar with the main features of this report, which recommends a reduction of £8,782,300 on miscellaneous services with an aggregate expenditure of £102,500,000. After a further review of the estimates for war pensions the committee recommended a further reduction under this head of £3,000,000, making a total reduction under this report of £11,782,300. With the reductions already proposed on the former reports, this makes a grand total of £36,844,175 out of the £100,000,000 which the committee were instructed to find. The members are confident, however, that the additional £13,000,000 will be saved in naval expenditure as a result of agreements at Washington and under the head of oil stocks and age, and in military expenditure under "garrisons abroad."

The chief interest in the report centers round the proposal to review the remuneration of state employees, which would affect about 1,200,000 persons directly. The present liability of the Exchequer in this connection is £227,000,000, as compared with about £290,000,000 before the war. The report does not deal in detail with these salaries, but certain contracts between the remuneration of civil servants and that of the fighting services are drawn, and it is suggested that teachers' salaries have automatically increased, having suffered no check as a result in the fall of the cost of living.

### Teachers Ill-Paid Before War

In this connection the National Union of Teachers has been quick to draw attention to the fact that this statement is based on the Burnham scale of salaries, which has not yet been applied in many areas. On the grounds that teachers in Britain were grossly underpaid before the war and that any return to pre-war standards will imperil the supply of teaching staff, the National Union of Teachers, which has a powerful organization, intends to open a fighting campaign on behalf of the threatened educational standards.

Criticism is directed by the committee to the present rates of police remuneration. The committee are of opinion that the whole question of the remuneration of public servants should be the subject of a special investigation. Under the head of the Colonial services a saving of £2,285,000 is recommended and criticism directed mainly to the cost of protectorates and possessions. The committee expressed the opinion that the assistance given to African dependencies should be limited to the most urgent requirements which cannot be met out of local resources. Special attention is drawn to the exceptional cost of the administration in Mesopotamia and Palestine, and it is understood that the War Office will be relieved of responsibility for maintaining order there in favor of local police and a European gendarmerie.

### Cuts on Post Office Employees

A reduction of £2,509,200 is suggested on postal and other revenue departments. Post-office expenditure

is the subject of considerable criticism in the report and recommendations are made for reduction in staff and the cost of uniforms in various departments. Examples are cited of a surplus of staff in one area at a time when temporary staff was being engaged elsewhere, and the question of arranging for greater fluidity of staff is recommended for review.

In connection with the consular services and the Department of Overseas Trade, the committee is able to show that the expenditure of these departments had increased nearly three and a half times since 1914, and make drastic recommendations for economy.

Further economies recommended include £395,800 on Works and Public Buildings, and £295,000 in certain civil departments and the Houses of Parliament. The recommendation to decrease the number of free days at the National Gallery and other galleries and museums will fall under criticism as another attempt to stifle popular education.

### Greater Control by Treasury

The committee draw attention to the danger of "accepting unchallenged the dicta of naval and military experts," and call for greater control by the treasury over the expenditure of the fighting services. Further economies are considered possible following a close scrutiny of expenditure by the departments and by the treasury.

The committee presented their report as the result of six months' close application to their task, and the considered judgment and unanimous recommendations of "five men of good will, desirous of advising you as to how, having regard to revenue, the national budget can best be balanced."

Press criticism, while acknowledging the enormous amount of work behind the report, is directed mainly to individual economies, and to the means by which it is proposed to effect them. Criticism against the education proposals is reflected in the results of recent by-elections, according to the reports of canvassers and candidates. The Admiralty, since the publication of the earlier sections of the report, have issued a second statement in which they claim to have received approval for cuts totaling £22,000,000, as against £21,000,000 suggested by the economy committee.

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## GERMAN REVELATIONS HELP TO PLACE WAR RESPONSIBILITY

Document Which Is Produced in Munich Court Shows Foreknowledge of Ultimatum

LONDON, March 3 (Special Correspondence)—Responsibility for the World War is too absorbing a topic to be left alone, even in these days, when Europe is floundering in economic and political chaos. It was easy, and perhaps, in the circumstances, permissible for the victorious powers to insert in the Treaty of Versailles a charge regarding the guilt of Germany, but that by no means settled the question. Indeed, one of the principal complaints of the Germans, one of the reservations which lies at the back of their failure to reconcile themselves to their present position, is that the responsibility for the great catastrophe has been thrust upon them without argument. Anything, therefore, which tends to straighten out the problem, particularly if it comes from the German side, is to be welcomed.

The revelations edited by Herr Kautsky have served a useful purpose in this respect, but they are far from conclusive. It so happens, however, that a document of very great importance is to be the center of an action which is now before the District Court in Munich. It consists of a report communicated to Count Hertling by Herr von Schoen, a councillor under Count Lohenfeld, the Bavarian Ambassador in Berlin, and dated July 18, 1914. It describes the negotiations with the Triple Alliance prior to the delivery of the Austrian ultimatum to Serbia (presented July 23), and it comprises one of the most remarkable descriptions of secret diplomacy which has yet seen the light of day.

**Presentation Postponed**  
Von Schoen's report is based, he says, on personal consultations with Herr Zimmermann, the German Undersecretary of State, and it deals with the contemplated action to be taken against Serbia by Austria-Hungary.

The report definitely states that the date of presentation of the ultimatum was postponed because it was considered desirable "to wait the departure of Mr. Poincaré and Viviani from Petrograd, so as not to facilitate negotiations between the members of the Dual Alliance toward a possible counteraction," and speaks of other measures to be taken to maintain "the appearance of peaceful intentions." Thus confirmation is afforded of what has been formulated by the entente, and which has been widely disputed in Germany.

It has been consistently claimed by Berlin that the German Government was ignorant of the terms of the ultimatum, but this document reveals that seven days prior to its presentation Herr Zimmermann communicated the terms to Von Schoen, and, what is very significant, "it is obvious that Berlin cannot accede to demands so incompatible with the dignity of an independent state. The consequence of it would be war." This being apparently recognized by the rulers of the Central Empire, Vienna had been given the assurance, "without hesitation," that "whatever the course there decided upon would be, it would receive our support, even at the risk of a war with Russia." The Austro-Hungarian Government was also empowered to negotiate with Bulgaria with a view to the admission of the latter into the Triple Alliance.

**Germany Thought Over It**  
Berlin considered that the attitude of the other powers toward the pending conflict would depend largely upon whether Austria would be satisfied with the mere acknowledgment of Serbia or insist on territorial indemnification. "It was desired to localize the war, to which end the German Government would negotiate with the powers immediately upon presentation of the Austrian ultimatum." Referring to the fact of the Kaiser being on a voyage in the north and the chief of staff and the Minister of War being both on leave, the Government would declare as much astonishment at the action of Austria as the other powers. Germany had, apparently, thought everything out very carefully. She intended, with a view to localizing the conflict, to desist from mobilizing troops, to prevent the mobilization of Austrian troops, particularly those stationed in Galicia, so that the automatic counter-mobilization of Russia would be avoided, which would force us, and after us France, to adopt the same measures, thus causing a European war.

Herr Zimmermann considered that Russia might well decide to leave Serbia to her fate, and that both France and England would use their influence for that end. England would not, however, permit the partition of Serbia; "true to tradition she would have also insist on the principle of nationality. Germany believed, nevertheless, that England did move, she would be found in the opposite camp, as she would not tolerate the disturbance of the balance of power involved by the reduction of France to the rank of a second-class power."

**Italy to Be Squared**  
Italy had not been taken into the confidence of the Central Empire at this time, but it was anticipated that she would regard the scheme with disfavor. Germany proposed that she should be "squared" by territorial concessions at the expense of Austrian territory (in the Trentino). Bulgaria was regarded as a practical certainty, but Berlin was suspicious of Rumania, and here again proposed that concessions should be made, on this occasion by Bulgaria. Greece was to be offered Northern Epirus in exchange for Kavala, which was war-marked for Bulgaria.

As read in full the report is an illuminating statement of German policy immediately prior to the war, and it would seem to place the guilt of the military party in Berlin almost beyond dispute. It has proved, furthermore, to be a very intelligent anticipation of what they subsequently planned, and completely disposes of the contention that the Kaiser merely

rushed in at the last moment to save his ally in the face of the Russian mobilization. In the light of these disclosures, the only thing to be said on the German side is that it was desired to localize the war. That one can well understand, for if Austria had been permitted to carry out her designs by the iron hand of diplomacy plus a local conflict, a position worth an infinite number of military victories would have been gained by the Central Empires, and, if they had afterward decided to precipitate a European war they could have done so under conditions which postulated success.

It remains to be added that Von Schoen has admitted the authenticity of the document, though there is still some dispute concerning certain omissions from the version first published and which have been noted in the foregoing digest.

## NORTHERN MEXICO TO HAVE NEW LINE

Railroad Will Be Constructed Through Three States

SAN FRANCISCO, Cal., March 3 (Special Correspondence)—A new railroad is to be constructed through three states in the northern part of Mexico, according to an announcement contained in the last issue of The Diario Oficial, the Mexican national government's official organ, which has just reached the Mexican Consulate-General here.

Although short, this road will be important, since it is to connect the largest mining center in Mexico—Pachuca—with deep-sea water at Tampico, and will pass through some of the most important and most heavily developed mining country of the entire Republic.

The road will be continued—52 miles of it already are in operation—under the Richard Honey concession of 1912. It will pass through the states of Hidalgo, San Luis Potosí, and Tamaulipas. Complete working plans are to be submitted within a year, and construction work is to start two months later. The entire road is to be completed and in operation within four years.

## EGYPTIAN EDUCATION MINISTRY TO DEVELOP SCHOOL SYSTEM

Scheme Approved Involving Expenditure of £20,000,000 and Maintenance of £3,000,000 a Year

ALEXANDRIA, Egypt, Feb. 28 (Special Correspondence)—In view of the attention that has been frequently drawn to the subject of education in Egypt, the recent note, outlining the proposed program for the financial year, beginning in April, is especially interesting. As reported previously in The Christian Science Monitor, the Ministry of Education has decided on carrying out a most comprehensive scheme of development, by means of which it is hoped that within a period of 20 years and at the cost of £20,000,000 in extraordinary expenditure, together with a maintenance charge of about £3,000,000 per annum, facilities of education would be provided for a number of children equal to one-tenth of the total population.

Although approved some time ago, very little progress comparatively has been possible up to the present owing to the general financial stringency and the heavy demands on the Ministry of Finance for meeting the current needs of the various departments. That a start, however, has been made is seen in the steady increase in the number of government schools during the past few years, and the note shows that this policy will be fully maintained. Thus, although the number of new schools provided for in the preliminary budget estimates at a cost of £138,000, exclusive of the cost of buildings, which would figure in the credits allotted to the Ministry of Public Works, has had to be reduced, there will be, it is hoped, the sum of £20,000 available, partly for carrying out the most important items of the program, and partly for making certain extensions of classes and other improvements in the existing schools.

**Nothing Definite Regarding University**  
No definite measure has been taken toward instituting the new government university decided upon two years ago, though the preliminary estimates of the 1922-23 budget included the commencement of special intermediary courses as a step to that end. As it is intended that the course at this university, in deference to the popular demand at this period of Pan-Egyptianism should be in Arabic only, it is believed that the country's interest will not be seriously affected by the postponement, especially as the American Mission has already opened in Cairo an advanced college with four-year courses in English or Arabic, which is doing excellent work along the lines proposed.

**The Ministry's Budget**  
A striking feature of the Ministry's Budget is that, while its current expenditure for the year is estimated at £2,150,000, the estimated receipts are only £2,250,000. Of course, the expenditure includes the grants-in-aid to many private schools which conform to certain required standards and other directly unremunerative charges, but the fact that the government schools do not pay their expenses shows what a struggle goes on in the case of the private schools, especially those that are not subsidized, in order to realize a reasonable profit. The problem of such schools

is not an easy one. The Government is obliged to keep the fees of its schools low, otherwise few would be disposed to send their children to them. The private schools unless heavily subsidized, cannot afford to offer superior educational facilities, seeing that it must keep the fees as low or lower than those of the government schools, in order to attract pupils. Under such circumstances it is not surprising that the majority of the private schools other than those maintained by Europeans are generally far from efficient, in spite of the grants-in-aid of the Government, while those not receiving such assistance are even worse. In the coming year the Government is taking over 24 elementary schools which used to be administered by the municipalities and certain institutions, a fact which indicates that it has been forced to take this course through the inadequacy of their past management. Again, as was pointed out by Lord Allenby in his last report, the lack of good teachers in view of the poor financial prospects of the profession is becoming a serious problem in considering the extension of education in the country. Salaries must be increased to attract the right kind of man, but already schools are saddled with heavy expenses in comparison with their receipts.

To raise the government school fees would undoubtedly ease the situation, as private schools would then be able to raise their fees proportionately. At the same time the higher cost of education might deter many parents from sending their children to good schools. To increase the grants-in-aid to such schools appears to be the only satisfactory alternative, though such a course will tend to throw the greater part of the burden on the shoulders of the Government and eliminate private enterprises.

**Eight to Nine Per Cent Literate**  
Those politicians who criticize so freely the policy which admits after 40 years of British tutelage only 8 or 9 per cent of the total population is literate, do not appreciate, or shut their eyes to, the many difficulties to be met—lack of funds, of teachers, of even public support, for most Egyptians view education as but a means of scrambling through certain examinations in order to qualify for Government employment. Fortunately there is no need to attempt to rush education upon the masses. Present developments show that the first essential is to develop a better understanding as to what education really stands for by fostering an interest in study for the sake of moral and intellectual advancement instead of the parrotlike cleverness which turns out the narrow-minded and irresponsible men so often met with in Government service.

The majority of the population, the fellahs, require so far but little education other than that of the simplest nature, and village school teaching, comprising simple reading, writing and arithmetic lessons, will meet the need for several years to come. For higher education the country must be prepared to pay liberally.

## WOULD GAELICIZE IRELAND, SAYS EDUCATION HEAD

DUBLIN, Feb. 24 (Special Correspondence)—Fionan O'Loughlin, Minister of Education for Ireland, recently gave some interesting information on the new educational ideas for that country to a representative of The Christian Science Monitor. There would, he said, be very little change for the present, but in all schools where a teacher was available, one hour each day would be devoted to instruction in Irish. After July, when the new school begins, a definite effort would be made to have Irish used wherever possible as the medium for instruction. All infants attending school would be taught entirely in Irish. English would only be taught as a foreign language, necessary for commerce. Isolation was not desired, as the Irish nation would keep abreast of the times in the commercial world.

In answer to a question, Mr. O'Loughlin said they would not force Irish on private schools, against the wishes of the parents. He explained that he was a separatist, and that his aim would be to Gaelicize Ireland in order to bring back the old Gaelic civilization, which he considered so much better than the British. To go back in this instance, he declared, would really be to progress. The old Gaelic civilization brought in more family life. It was not feudal but democratic, and would avoid many of the social troubles of the present day.

The Irish language, Mr. O'Loughlin continued, was the outward sign of individuality, and the language of a people influenced their thought. Questioned with regard to the schools no longer remaining under clerical management, Mr. O'Loughlin said that the primary and secondary schools would now bear the same relation to the Irish Government as they formerly bore to the national and intermediate education boards.

Irish literature, which at present was only taught in the higher grade schools, would later on, he said, become part of the instruction given to the primary classes. Irish history would of course be taught, and this necessarily included a large proportion of English history. European history would also have its place in the schools.

**COSTS HELD TO BE TOO HIGH**  
MANCHESTER, N. H., March 25—The Manchester property owners' association has decided that building trades are asking too high wages and that materials for building are so far above the tide line that building or repairs, to any great extent, are out of the question at present. The association holds that the rates demanded in this city are higher than in other places and out of proportion.

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Hemstitched, per dozen \$2.50  
Initialed, per dozen 2.25, 4.50  
Tape-bordered or hemstitched (the latter plain or embroidered); or glove size, Madeira hand-scalloped, with fancy corner, per dozen \$3.75

Hemstitched, embroidered  
per half-dozen, in box \$2.25

Also

Plain-colored, tape-bordered, with long French-script initial embroidered in black, per half-dozen \$3.00

(Orders for initialing or monogramming handkerchiefs intended for Easter gifts should be placed without delay.)

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(the latter consisting of frock with coat or cape)

the entire collection embracing ten distinctive Spring models (sizes 34 to 48), smartly tailored in the wanted materials, beautifully finished and

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## ATTEMPT ALLEGED TO PUT MANILA LINE IN PRIVATE HANDS

Reports of Negotiation Between General Wood and New York Concern Basis of Claim

(Reprinted from Yesterday's International Edition)

WASHINGTON, March 24 (Special).—An attempt on the part of alleged "Wall Street interests" to get control of the Manila Railroad, the main channel of transportation in the Philippines, has been uncovered in reports of negotiations which have been entered into between Governor-General Wood and the J. G. White Management Corporation Company of New York, directed toward taking operation of the road out of the hands of the Government and placing it under private management. The basis for the negotiations, it is apparent, is the alleged policy of General Wood to "get out and keep out of business" in the Philippines and the report on the railroad made by the army engineers in connection with the Wood-Forbes report, which undertook to prove that the Manila railroad was being operated at an enormous loss to the Government.

Philippine officials here, while confident that the transfer will be voted down by the Philippine Legislature when it convenes next fall, are nevertheless apprehensive over the possible effects of the scheme should steps be taken between now and the time to push it through. A dispatch received this week by Isuro Gabaldon, Philippine commissioner, states that "meeting with firm opposition from Sergio Osmeña and Manuel Quezon, who with him comprise the board of control of the voting stock, Governor-General Wood has delayed final action on the proposed contract for turning over the Manila railroad management corporation and no action will be taken until his two weeks of southern expedition has been completed with the probabilities favoring the abandonment of the project of the likelihood of being outvoted, as well as opposed, by most of the directors of the board."

"The Philippine people are very proud of the fact that they have been able to operate this road successfully since it was taken over from an English syndicate in 1917," declared Jaime C. De Veyra, Philippine commissioner, today in discussing with a representative of The Christian Science Monitor the government proposal to turn the road over to private interests. "The road at present is managed almost entirely by Filipinos and the people of the islands are united in favoring continued government control and operation. If General Wood decides to push the matter against the wishes of the people it may precipitate the first open break between himself and the local government."

The administration policy has been shaped during recent months, however, that it has smoothed the way for action such as that taken by the New York company desiring to get control of the Manila railroad. The report of the army engineers on the road, which has not been made public, shows financial loss during the last year, and this is being used by government officials as an argument in favor of releasing it to private interests.

Philippine officials here declare, however, that this ostensible deficit is not by any means an indication of failure in Philippine operation, and that big business interests who are anxious to get a wedge in what promises to be a profitable business are being furnished a handy lever by the official report which presents only one side of the case.

While the official report of the road for 1921 has not yet been received here, it is known that a large part of the revenues were used in retiring the debt incurred when the Philippine Government took over the road, amounting to some \$750,000, and that money which would normally have been declared as profits were used in improvements. Net profit to the road during the past five years is the financial reports show over \$1,000,000. The last year for which definite figures were available, 1920, and which was one of rising operation costs, show a profit of \$11,991 after taking into account all operating costs, fixed charges, depreciation and debt retirement.

Allegations that the road is operating at a loss was further weakened by the recent statement of E. J. Westerhouse, American manager, that the Manila road is practically certain during the present year to earn at least \$750,000 after all charges are deducted. It is pointed out that 1921 is not a fair year upon which to base such a report as that of the army engineers, owing to world-wide industrial depression. Furthermore, declared Mr. Westerhouse, it is not the object of a government owned road to show a profit, but to give satisfactory service at the cheapest possible cost.

Another strong argument against leasing the road to the New York concern which is bringing pressure to bear upon American Administration officials, it was pointed out by Commissioner De Veyra, is that the Philippine people are being given a chance to prove their ability to manage their own affairs and are getting the training which it is declared they must have before given independence.

## ORDER TO EVACUATE WOULD CAUSE REVOLT, SAYS GREEK PREMIER

(Reprinted from Yesterday's International Edition)

ATHENS, March 25 (Special Cable).—Demetrios Gounaris, the Greek Premier, upon hearing the news of the Allies' decision to ask Greece and Turkey to agree to an armistice signed the following statement: "The Allies must take into consideration that both the Greek officers and Greek soldiers will revolt in case an order is given

for the evacuation of Asia Minor. The difficulties of such an enterprise are great, but they are no greater than those of Mustafa Kemal Pasha, the leader of the Nationalist Turks. In any case, it is certain that no Greek officer and very few Greek soldiers will abandon their positions before the Turks."

"The problem is not so easy as when the French troops withdrew from Cilicia. There are already 200,000 Greek soldiers in Asia Minor, with large Christian populations behind them. To persuade this army and the numerous Christian populations to bow to an order is the most serious problem of any which has ever confronted the allied powers."

## CHARGES AGAINST SIR H. M. ALLAN

Bank President Accused of Falsely Concurring in Preparation of Financial Statement

(Reprinted from Yesterday's International Edition)

MONTREAL, March 24 (Special).—At the instance of the federal Department of Finance, criminal proceedings were instituted in Montreal today against Sir H. Montagu Allan and D. C. Macarow, formerly president and general manager, respectively, of the Merchants Bank of Canada, which institution was recently absorbed by the Bank of Montreal, to prevent its collapse, following the discovery that its reserve had practically disappeared. Each of the accused was served with a summons to appear in the police court where the cases were remanded until March 31, for a preliminary hearing, while further action is being taken by the Finance Department.

The charges are that false and misleading statements of the bank's condition were signed by the then President and general manager of the bank, in contradiction of the Banking Act of Canada. The offense is an indictable one. It is alleged that the real condition of the bank was not disclosed, and the officers in making the returns are held criminally responsible. The amalgamation of two banks was finally approved by Government a few days ago, but this was done in the public interest to prevent financial dislocation.

The alleged sensational details of manipulation leading up to the merger will now be made public and the responsibility placed where it belongs. The Merchants Bank has had only three presidents, Sir Hugh Allan, Andrew Allan his brother and Sir Montagu Allan his son.

The charge against Sir Montagu is that he falsified and negligently concurred in the preparation of the October financial statement made by The Merchants Bank to the Department of Finance, which did not show that the bank's reserves were impaired. Mr. Macarow is charged with having falsified and willfully made a deceptive return to the Dominion Government in regard to the bank's financial standing.

## DUTCH WAR BUDGET SHOWS BIG REDUCTION

(Reprinted from Yesterday's International Edition)

AMSTERDAM, March 24.—Holland is presenting a notable example in military retrenchment, the War Minister Jonkheer Van Dyk pointed out in presenting the war budget to the Chamber of Representatives. The present budget was only 71,000,000 guilders,



In This Spacious Lobby With Its Comfortable Chairs, Palms and Mellow Light, a Young Man May Make Many Friends

as compared with 78,000,000 guilders when he entered upon his duties. As the 1919 war budget represented 14 per cent of the entire government budget and the present war budget only 8 per cent, he supposed, he added, that Holland stood in the front among the nations regarding military retrenchment.

## LIBRARY DELEGATES NAMED

The Rev. Alexander Macfarlane, D.D., president of the trustees of the Boston Public Library, has, in response to requests from Mayor Curley for the appointment of three delegates to represent that institution to the twenty-sixth annual meeting of the American Academy of Political and Social Science in Philadelphia on May 12 and 13, named Michael J. Murray and the Rev. Arthur T. Connolly, stating that it is not yet known that a third member will be able to attend.

## Chicago Hotel Which Is Best Known to the Folks at Home



Where a Country Boy Gets Something More Than Shelter

Chicago, March 11 (Special).—OWN on the farm and in the small towns of the corn belt, when a boy leaves the hearthstone and starts off to visit or to conquer Chicago, the folks usually head him for a certain hotel on South Wabash Avenue, standing just a few blocks outside of the central business district. They have read about many other hotels mentioned in the newspapers in connection with political and other conventions, banquets and great speeches, foreign notables and movie stars, but they have heard more about this hotel by word of mouth from friends who have been there.

According to R. W. Cooke, its manager, the people who know least about man seeking his fortune in the great city too often found his first home here in the bad boarding house and the disreputable hotel; without knowing what kind of place he was entering. To correct this condition Chicago business men resolved to put up a safe abiding place for the newcomer, until he had opportunity to find a good permanent home for himself.

In his report for 1921, Manager Cooke says that the 1800 rooms were used a daily average of 87 per cent of capacity. They were rented 557,145 times. Not once during the year did the management have occasion to consult attorneys regarding difficulty with a patron.

To its guest the hotel offers the freedom of white marble corridors, spa-

rious lobbies, and deep leather lounges as luxurious as those of Chicago's finest hostilities. Swift and silent elevators, tailoring service, two restaurants, haberdashers and refreshment stores, and other details of a modern, complete, metropolitan hotel are placed at his disposal by 275 employees. The whole enterprise, is operated with charges as near as possible at cost, said the manager.

Decorating the walls of the lobby, the entertainment hall and the restaurants, the hotel has 130 historical paintings of Chicago, donated from the hotel collection of C. F. Gunther, the well-known candy manufacturer. The value of the pictures is estimated at \$50,000.

A special service is maintained for the self-respecting man in need. "The hotel never gave a man a free bed,

but, on the other hand, it never turned away a man who showed himself deserving. Mr. Cooke said. It has aided over hundreds of men and helped them on their feet. In six years its social service department has loaned \$28,000 in small sums and 92 per cent of it has come back.

## COMMUNISTS ACTIVE IN BRITISH DISPUTES

Pall Mall Gazette Publishes Extracts of Documents Issued to Workers of Great Britain

(Reprinted from Yesterday's International Edition)

LONDON, March 24 (Special Cable).—In reference to the prominence given to the alleged activities of the Communist Party in the engineering and shipbuilding disputes, in trying to torment trouble, especially in such centers as Glasgow, Newcastle and Sunderland, where large sections of the workers belong to the unions concerned, The Christian Science Monitor understands that the idea of the Bolshevik machinations is not viewed very seriously by a majority of the employers.

Beyond the fact that a special type of political philosophy has emanated from Moscow and impregnated certain sections of the workers, especially the shop steward, it is not believed that the Bolsheviks are financing or spreading propaganda in this particular movement and to any considerable extent.

The employers are also inclined to the view that the extremists have no considerable following amongst the rank and file of the workers, who are beginning to realize the need of co-operation with the employers. Hence, probably, the efforts of the Communists to drag in others who are not primarily concerned and use the unemployed as unconscious tools for ends with which they have no sympathy.

## Alleged Communist Plans

As against this view, some newspapers assert that the Communists are drawing up plans to seize and run the factories on lines similar to the Italian revolutionaries. The newspaper Communist in an article under the caption "Fight Like Hell," urged workers to adopt mass picketing and endeavor to extend the trouble to other workers.

The Pall Mall Gazette has also published extracts from secret documents said to have been issued from the headquarters of the Communist Party of Great Britain to "the unemployed executive." These contain instructions for the mass picketing of factories, rent strikes embracing employed as well as unemployed workers, and the actual taking over of factories if necessary by force, besides urging that every endeavor be made to bring other unions into the struggle. As no less than 72 unions are already directly or indirectly involved, this would appear to be superfluous advice, but the Communists seem determined to leave no stone unturned to imperil the brighter prospects of a settlement of the engineering lockout, and spoil whatever chance there is that the workers in the shipbuilding trades will accept the proposed bonus cut at the forthcoming ballot.

## Another Ballot to Be Taken

Representatives of the shipbuilding trade unions found themselves in a difficulty when they met yesterday. If they decided to recommend the acceptance of the reductions of 10s. 6d. and 6s. they could not be sure their lead would be followed by the workmen. They agreed therefore that the responsibility be placed on the men themselves, and that a ballot be taken as hurriedly as possible.

In the last ballot a few weeks ago, there was 10 to 1 majority against any reduction, but this time the men will vote in the full knowledge that rejection of the cuts means stoppage of work, under circumstances of such unprecedented depression in the shipbuilding industry that defeat would be inevitable.

The joint labor council endeavor to bridge the gulf between the engineering employers and their locked-out workmen continues, and yesterday its mediation committee discussed the position separately with the Union executive and Sir Allan Smith, the employers' chairman. A full conference of all the unions will take place today to consider the result of the general workers and the other unions' ballot and the hope is expressed that renewed negotiations with the employers will follow.

## BRIDGE REPAIR CONTRACT AWARDED

The Mayor has approved the award of the contract for repairing the new Allen Street Bridge, Hyde Park, to the General Construction Company, Inc., 35 Hemlock Street, West Roxbury, the second lowest bidder, at an estimated cost of \$187,777. This work is to be completed or before May 15, in accordance with Chapter 9 of the Ordinances of 1921. M. de Matteo, the lowest bidder, is not eligible to engage in this contract with the city because he is an alien, and for that reason his bid, \$152,445, has been rejected. Other bids ranged from \$192,950 to \$279,440, with an extreme bid by Rocco Del Zoppo of \$175,853.77.

The Mayor has today also approved contracts for cleaning catch basins in the various districts to the lowest bidder in each district; district 1 and 2, the C. & R. Construction Company, Boston \$159 per cubic yard; district 3, John J. Looney of Dorchester, \$162 per cubic yard; district 4, E. B. Grant Company of Roxbury, \$149 per cubic yard; district 5, David W. Norton of Dorchester, \$173 per cubic yard and district 7, Thomas P. McMorow of Dorchester, \$140 per cubic yard. This work is to be completed Jan. 31, 1923.

## When One Listens and Looks, Street Cars Reveal Much

Vocations, Traits and Interests All Come Out and Conductors Learn Much of Human Nature

Street cars, in a strictly literal sense, are meant for transportation. But their function is infinitely broader, for they serve as library, club house, nursery and theater and in any number of other capacities to the thousands of people who use them daily. One may ride on a street car merely to arrive where he desires, or may spend the necessary time in various little street-car sports, continually new and entertaining.

There is a code of behavior that permits innocent "standing in" on street cars, which would be unthinkable under other circumstances. Perfectly proper persons frankly enjoy the bits of conversation that they pick up while riding on the street cars. When confronted with the accusation that eavesdropping is bad manners, to say the least, they excuse themselves on the ground that street cars are laboratories where one may observe fellow specimens of the race and their observations are for purely educational purposes. It is a fact that street cars are limitless sources of adventure to the person who has learned their varied charms.

Almost any street car presents a cross-section of human interests, with inexhaustible potentialities of comedy and drama. You may see people doing their most serious thinking in the brief time they spend on the street car. You may catch them in attitudes more revealing than those seen by their closest friends. After a little practice, you can build up the different backgrounds of your fellow passengers.

You can detect young matrons by the eager way they scan household advertisements on the back of the paper of the man across the aisle; important-looking club women always carry voluminous notes in their pocketbooks, which they shuffle restlessly throughout their ride; business men always have freshly shined shoes, and are interested in the comic sections of the newspapers; students read earnestly and have either shabby or exotic clothes according to their temperaments; milliners wear unobtrusive hats, stenographers are fur-clad and well groomed, etc.

Conductors know human nature from beginning to end. Behind their mobile faces they hide a wealth of knowledge. They know that old ladies of a certain type like to chat with them, and that many people inquire about things concerning which they are already informed; they know that young mothers love to have their children admired, and use a hundred tricks to captivate little passengers;

they know that little boys feel a great satisfaction in offering ladies their seats but are very shy about it; they know that young husbands almost always bring a treat home on Saturday night, and that every once in a while little wives meet them at the corner. There is a conductor whose duty it is to wake up a dignified old gentleman every evening, just before arriving at his stop. The old gentleman pompously pretends he hasn't been asleep, and recovers his rumpled dignity with startling abruptness. With superb tact, the conductor keeps him from realizing that his mouth has sagged unbecomingly on his chest and that he snores audibly.

Babies invariably furnish comedy when they go car-riding. With inscrutable discrimination they usually single out an unpromising looking male for their exclusive attention. Perhaps it is only vanity that makes him respond to their gentle advances, but at any rate the man usually forgets himself and makes the peculiar noises that the male of the species employs to entertain the young. He waves an awkward finger and imitates a rooster, or wiggles his ears, or performs whatever other nursery trick he may conceal behind his dignity. He enjoys himself thoroughly until he suddenly becomes aware that he is the center of amused interest.

Haven't you seen romance come tripping into a crowded car, filling the air with sudden perfume? One spring twilight just as the lights were beginning to glow hazily down the street and people were scuttling along under gleaming umbrellas and the car reeked with the stuffiness of damp raincoats and hat dyes that resented the rain, a listener caught a man's vibrant whisper:

"—and next year I'll be made sales manager. I almost know, and we could move into a real apartment and you wouldn't have to keep teaching at that old night school. What do you say, Alice?"

"What can I say, Jim?" answered Alice's little soft voice. "You know I want to, as soon as we can afford it. If you think we can now, well—"

Jim shifted his feet; evidently he felt unable to express his sentiments in public, and all the umbrellas and lights and rain-drenched buildings beyond the window took on a new glory. Why, anything may happen on a street-car stage! Don't feel sorry for yourself if you can't ride into town each day in a big limousine that closes out the rest of the world. Think what you'd be missing!

## Mandel Brothers

CHICAGO

## Imported French ratines in novel effects, 1.50

In various sized checks and stripes and in exquisite color combinations. Solid color ratine to match, 1.25.

Tissue gingham in 36-inch width

at 58c

Sheer, dainty fabrics in new designs and color-tones—checks and plaids in various sizes. Second floor

Imported white Swiss organdies

at 68c

—with indestructible finish and transparency, especially favored for graduation frocks; 45-inch.

## Fancy mixed wool tweeds

54-inch 1.95 Special

All-wool tweeds in a good range of spring colors and combinations—rare value.

54-inch tricolines, 2.95

One of spring's most favored fabrics for suits and frocks; nicely finished and in navy only. Bargain. Second floor.

## Sale of handmade filet lace direct from China

Exceptional values in laces skillfully wrought in favored filet patterns by expert Chinese lace-makers.

Filet lace edges in 1-inch width

at 20c yd.

Fine quality edges are these, popular for blouse, frock and lingerie adornment. First floor

Filet lace edges, 1 to 1½-inch

at 45c yd.

Extra quality edges in a satisfyingly broad variety of patterns. The price is special.

## Formal Spring Opening

New Apparel Creations



For Men, Women and Children

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## ARCHITECTS WILL HOLD ANNIVERSARY

American Institute of Architects Will Hold Fifty-Fifth Annual Meeting in Chicago

That a thing well done is twice done, is a slogan of the American Institute of Architects which is now preparing for its fifty-fifth annual meeting at Chicago in June and which has already proven itself a factor to be reckoned with in disputes arising in the building industry of the country. While its permanent headquarters are in Washington, the secretary, William S. Parker, is a Bostonian. The Institute does not push "build now" campaigns, regardless of costs and conditions, but it does urge "build better."

The Institute has now in preparation a circular to prospective builders that will shortly be issued as an official document. "The function of the Institute," said Mr. Parker to a representative of The Christian Science Monitor, "is to bring the members together for the purpose of making them more valuable to themselves and to society." He stated with great earnestness that one of the present activities of the Institute was directed toward the awakening in the popular consciousness of a much greater understanding of what constitutes good architecture and a consequent better appreciation of all that is finest in this major art. He pointed out that, although the large daily newspapers of the country all have their musical, dramatic and art critics, each chosen because of his understanding of and experience in the field which he reviews, none of them make use of the services of a competent architectural critic. He said that if we hoped to have more good buildings and a greater harmony among the units which go to make up the modern city it must come primarily through the education of people generally to know what is good and to demand that a high architectural standard be maintained.

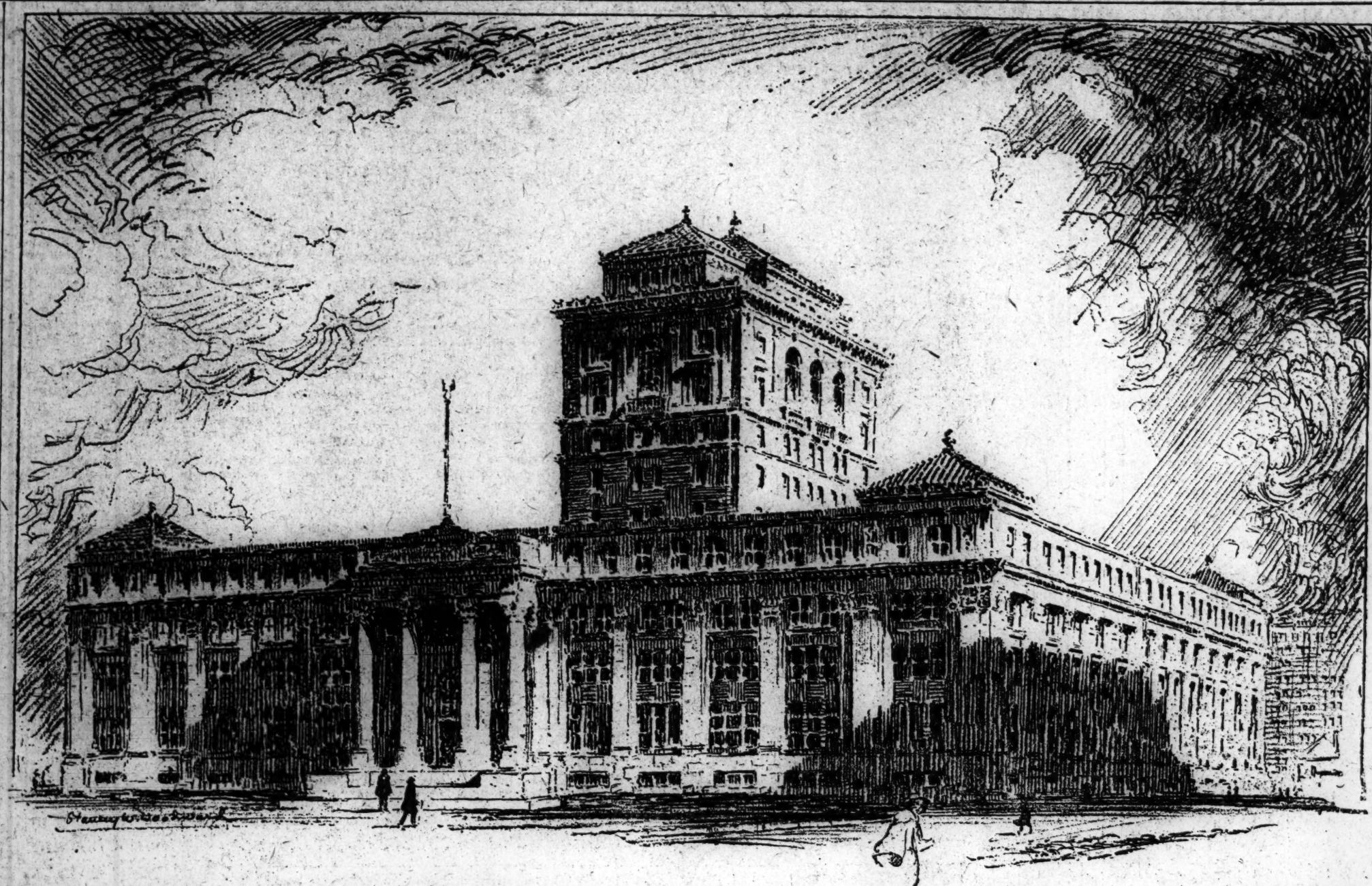
The American Institute of Architects is therefore advocating the study of architecture in the public schools as well as a far more comprehensive treatment of the subject by the daily press. Golum, after column, it is asserted, is devoted to comment upon the works of art which hang in public and private galleries, while the great picture gallery that lies all about us is practically neglected. If the fundamentals of this one of the great arts were taught to the children and the masses of the people were actually interested in the architecture of the cities in which they live and possessed a truer sense of proportion through an intelligent consideration of the subject, it is evident that a finer class of buildings would be the result as well as the elimination to a great extent of the glaring incongruities which meet one at every hand in most present-day localities.

Throughout the more than 50 years of its existence, the American Institute of Architects has constantly sought to maintain a high standard of ethics among the members of that profession; it is in its field what the American Bar Association is in the legal profession. According to its constitution, "The objects of this Institute shall be: To organize and unite in fellowship the architects of the United States of America, to combine their efforts so as to promote the aesthetic, scientific and practical efficiency of the profession, and to make the profession of ever-increasing service to society." In a circular of advice relative to principles of professional practice and the canons of ethics, issued to its members, the viewpoint of the Institute regarding honesty, fair dealing and its duty to the public is shown by the following statements:

"The profession of architecture calls for men of the highest integrity, business capacity and artistic ability. The architect is entrusted with financial undertakings in which his honesty of purpose must be above suspicion; he acts as professional adviser to his client and his advice must be absolutely disinterested; he is charged with the execution of the functions in between client and contractors and must act with entire impartiality; he has moral responsibilities to his professional associates and subordinates; finally, he is engaged in a profession which carries with it grave responsibility to the public. These duties and responsibilities cannot be properly discharged unless his motives, conduct, and ability are such as to command respect and confidence."

"An architect should be mindful of the public welfare and should participate in those movements for public betterment in which his special training and experience qualify him to act. He should not, even under his client's instructions, engage in or encourage any practices contrary to law or hostile to the public interest; for as he is not obliged to accept a given piece of work, he cannot, by urging that he has not followed his client's instructions, escape the condemnation attaching to his acts. An architect should support all public officials who have charge of building in the right performance of their legal duties. He should carefully comply with all building laws and regulations, and if any such appear to him unwise or unfair, he should endeavor to have them altered."

Although the Institute is vitally interested in an adequate building program for the country it does not, according to Mr. Parker, engage in any "build now" program at times when, according to its best judgment, prices and conditions are such as to render building unprofitable to its clients or unadvisable from other standpoints. It is not in any sense an association whose primary purpose is the advancement of the financial interests of its members. While, naturally, that is one of the objects of its organization and activities it is wholly subordinate to the ethical and aesthetic standards which it pledges its members to uphold. It is required of its members that their dealing with prospective clients shall not be influenced by self-interest on the part of the architect, and while its circulars state a mini-



The John Hancock Mutual Life Insurance Company's New Building at Clarendon Street and St. James Avenue, Which Is Nearing Completion Rapidly and Is a Distinct Addition to the Park Square Commercial Center

## PARK SQUARE SECTION GAINS BY NEW JOHN HANCOCK OFFICE

Impressive Insurance Building Designed so That It May Later Be Greatly Enlarged—Many Nearby Structures Are Proposed

num for architectural services that is believed to be just, this is not mandatory upon the members of the Institute, who are left free to make their own choices.

The Institute has a number of active standing and special committees, among which are committees on contracts, on the allied arts, on public works, on education, on public information, on structural service, on community planning, on fire prevention, on school buildings, on small houses and on cooperation with the Federal commission of fine arts.

Under the auspices of the committee on community planning it maintains a lecture tour bureau through which, and through the committee on public information, and various other activities, it seeks to inform the public on architectural subjects and to instill in the popular mind a desire for harmonious surroundings that generally American cities and towns may become communities, as someone has said, "pleasant to live in."

The program of its structural service committee is a large and difficult one, involving tests of building materials and the gathering of technical data regarding these material and construction methods in general, which its members might not be able to obtain from any other source. In the words of its secretary, "The Institute, through its committee on education, in cooperation with the architectural departments of the leading universities, is devising methods for improving and extending architectural education, not only in the universities but in the lower schools."

### G. B. SHAW DECLINES POLITICAL HONORS

EDINBURGH, Feb. 23 (Special Correspondence)—G. Bernard Shaw having been invited to submit his name as a Labor candidate for one of the parliamentary divisions of Edinburgh there was the prospect of good entertainment for the citizens of the capital of Scotland and a lively contest.

The well-known author-dramatist has, however, declined the call, and in a characteristic letter, writes: "Why should I plead with the citizens of West Edinburgh to allow me to waste my time at Westminster for a salary on which I could not live when I can command a far more eligible position and much larger emoluments as a leading member of my profession? If the Labor Party—or any other party—will guarantee me an unopposed election and a salary of £4000 a year, with a handsome pension, I may at least consider the proposition that I should narrow my audience from civilized mankind to the handful of bewildered commercial gentlemen at Westminster, who are now earnestly ruining Europe as the stupidest way of ruining their own country but my answer would probably be the same."

It would be easier and pleasanter to draw myself. . . I am well aware that I have a few friends in Edinburgh—it may be even a few thousand—but not enough to win the seat, even if I wished to win it. I shall stand, not for Parliament, but for telling Parliament what I think of it, and incidentally of the political intelligence of the people who elect it. That is a useful and necessary occupation, but not one that wins votes."

Expansion of the business of Boston that appears to be increasing steadily in spite of the complaint of "hard times," has resulted in the erection of many fine business structures on and around the Park Square section and many others are proposed. The indications are that the time is not far distant when a commercial center will grow up there, marked by buildings of genuine architectural merit, which will fit in with the fine group on Copley Square.

Looking down St. James Avenue from the Public Library a glimpse of one of the new buildings of this section may be seen, a building nearing completion which, when finally finished, will reflect the good taste that is being shown in modern business architecture. The tile-capped pavilions of light gray stone are those of the John Hancock Insurance Building, with classic columns and finely proportioned tower.

Beyond the John Hancock Building is the building of the Paine Furniture Company. Between these, on the land once occupied by the old Providence railway station and other old structures is an area available for further construction.

The steady and continued growth of this section is indicated by the large number of projects already proposed for this vicinity, among which are the proposed Boston Hotel, to cost \$10,000,000 and to be located in Park Square, and a \$6,000,000 office building, soon to be started.

An unusual feature, not only for Boston, many of whose streets follow winding, irregular courses, but for any city of size and comparative age, is that in it is available space on which large, square buildings may be erected. The John Hancock Building, for example, measures 250 feet along each of its four sides. An idea of its size may be gained from the fact that it contains 400,000 square feet of floor space.

John Hancock Looks Down It is to be occupied in its entirety by the business and executive offices and the printing plant of the John Hancock Mutual Life Insurance Company. From the keystone of the arch above its main entrance the carved features of John Hancock, who so boldly signed the Declaration of Independence, looks rather severely down upon all who may enter the doors.

The architecture of this building is of the Corinthian order, modernized and Americanized but noticeably Greek in its origin. The four lofty columns at its principal entrance are surmounted by beautifully carved capitals with the conventionalized acanthus leaf, first used by the Greeks, then adopted by the Romans, which has adorned many buildings throughout the centuries. The pilasters along three sides of the building likewise have Corinthian capitals. In the wall above the entablature carried by these columns and pilasters are panels carved with classic ornamentation involving conventionalized dragons and flowers. Over the main entrance an erect flag-staff bears aloft a golden eagle.

The building is set back from the sidewalk about 20 feet on all three street fronts and at either side of the steps which lead from the entrances to the sidewalk level a bronze lamp post is to be placed, also ornamented with the acanthus leaf.

Height May Be Raised The outer portion is four stories high, while the central tower is carried up to a height of 11 stories and then set back all around and carried up another story to furnish a housing for the elevator machinery, as the elevator shafts are all in the center of the building. The exterior of the first three stories is of Indiana limestone, while above that, including the pyramidal pavilions rising at each corner of the main building and the central tower, the material used is pre-cast granite. This manufactured stone has all the appearance from the street of natural stone. It is made of crushed granite and cement and is said to be harder than any stone except granite. A red tile roof crowns the central tower and also the pavilions.

The foundation and steel framework have been made heavy enough for the entire building eventually to be made 11 stories in height. Six passenger elevators have been installed and there is provision for six more to take care of a greatly enlarged future building. The first story elevator fronts and doors are of bronze. The doors each are divided into six glass panels with slender, graceful muntins between them; the transom bar just above the door has ornamental panels of cast bronze.

Rich Interior Effect. The elevator hall in the center of the building is approached by corridors from each of the entrances. The walls of the one leading from the main entrance and the entrance halls of the two others are furnished in limestone that has something of the appearance of Travertine marble.

Ornamental iron was used to a considerable extent in this building, the large window frames in the first and second stories with the spandrel section between them, the ornamental

grille above the main entrance doors, the highest point of which is some 22 feet above the first floor level, the upper floor elevator fronts and the stairways are all of iron or steel. The panels in the spandrel sections between the first and second floor windows are ornamented with garlands of conventional flowers. The main entrance doors are of paneled bronze.

The building is carried on piles driven into the ground to a depth of 30 to 40 feet. There are 10,500 of these and the superstructure which they carry includes 4000 tons of steel. The building is expected to cost somewhere around \$5,000,000.

When Stuart Street has been extended and has been lined with good buildings, Boston will find itself in possession of a broad straight business and shopping avenue comparable with any in the country. A good part of the traffic which now congests Boylston Street will be diverted to this new thoroughfare. Those who run motor cars and those who run from them, besides the residents of Greater Boston in general, will be thereby benefited.

### GENEVA CONFERENCE DECISIONS PUBLISHED

LONDON, March 3 (Special Correspondence)—The Secretary-General of the League of Nations has sent to the governments of the 54 states which are members of the International Labor Organization, copies of the conventions and recommendations adopted by the conference at Geneva last October-November. They embody decisions concerning the prevention of unemployment in agriculture, the protection of women land-workers, the employment of women, children, and young persons in night work on the land, the minimum age for the admission of children to agricultural employment, the development of technical agricultural education, the housing of agricultural workers, their rights of association and to workmen's compensation, and their inclusion in

schemes of insurance; also decisions concerning the use of white lead in painting, the establishment of the weekly rest in industry and commerce, the minimum age for employment as trimmers or stokers at sea, and the medical examination of children and young persons employed in ships.

In forwarding these decisions to governments, Sir Eric Drummond reminds them that under Article 405 of the peace treaty they have undertaken to bring them before "the authority or authorities within whose competence the matter lies, for the enactment of legislation or other action," and that this has to be done within a year, or, in exceptional cases, 18 months, after the closing of the conference—that is, before Nov. 20, 1922, or, at the latest, May, 20, 1923.

## Clothes for the Country

(Fourth Floor)

### Gowns

Semi Sport Silk Dresses	\$45 to \$59.50
Gingham Morning Dresses	\$15
Printed Silk Crepe Gowns	\$59.50 and \$62.50
Navy Canton Crepe Gowns	\$45 to \$135
Beaded Canton Crepe Gowns	\$62.50 to \$185
Evening Gowns	\$65 to \$185

### Coats

Sport Capes	\$45 to \$85
Camel's Hair Coats	\$35 to \$89.50
"Worombo" Polo Coats	\$78 to \$89.50
Tweed Coats	\$29.50 to \$55
Wrap Coats	\$49.50 to \$185
Novel Capes	\$49.50 to \$185

### Skirts

Checks, Stripes, Novelty Woolens, Silks, Satin and Worsted Jersey	
Sport Skirts	\$8.50 to \$29.50

### Suits

Distinctive Tweed Suits	\$29.50 to \$85
Semi Sport Suits	\$65 to \$89.50
Novel Check Suits	\$69.50 to \$85
Navy Dress Suits	\$95 to \$185
Navy Tailored Suits	\$59.50 to \$85

### Blouses

Tailored Blouses. Wide range of styles and fabrics	\$3 to \$22
Hand Made Cotton Blouses, exceptionally beautiful styles,	\$3.95 to \$19.50
Smart Blouses, designed to wear with suits	\$8.50 to \$25

### Small Furs

Mole, Squirrel, Sable, Stone Marten, Baum Marten, Mink, Fox and Wolf	
Special Stone Marten Scarfs	\$35 to \$55
Pearl platinum and dyed blue fox fur scarfs	\$85

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## RATE EQUALIZATION NEEDED FOR BOSTON'S PORT EXPANSION

Rapid Increase in Customs Receipts Shows Removal of Freight Differential Would Have Speedy Effect

Despite the handicaps under which it is laboring, handicaps that make competition difficult with other more favored ports on the Atlantic seaboard, the customs receipts of Boston show that its business is steadily increasing in a manner which proves that only concerted action on the part of the various elements which go to make up Boston's business force is needed to lift the city to an equality with its competitors.

At this particular time the chief blame for Boston's comparative lack of maritime commerce is laid at the door of the freight rate differential on goods from the middle west to the Atlantic ports, by which it costs 1 cent per 100 pounds less to ship on long hauls from the west to Baltimore and Philadelphia than it does from the same points in the west to Boston. One cent per 100 pounds does not seem a great difference, but when it is applied to grain shipped in carload, trainload or shipload lots, it is easy to understand how the shipper is affected by it.

### Rate Was Lower

For some years the ocean rate from Boston to Liverpool was lower than the ocean rates from other Atlantic ports to Liverpool, so that the handicap of the railroad differential was overcome in the shipment of grain from the west to Liverpool. Although the shippers' freight rate on the grain shipped, for instance, from Duluth was higher, if he shipped via Boston, he got an ocean rate so low that he was not financially handicapped by routing his grain through Boston. Furthermore, Boston, being 250 miles closer to England than any other American port, grain shipped from Duluth via Boston, got to Liverpool quicker than grain shipped through any other American port.

But in 1919 the United States Shipping Board, then in control of all American shipping, canceled Boston's advantageous ocean rate. The Interstate Commerce Commission, however, did not cancel the disadvantageous rail rate. The result is the handicap now existing, a handicap that Mayor Curley and the Maritime Association of the Boston Chamber of Commerce are now working to have removed.

Other handicaps that have operated against Boston have been too much politics, and mainly (and this is a handicap whose presence is still noticeable) apparent lack of desire on the part of all the various interests to whose advantage activity in Boston shipping would operate, to get together and make a concentrated drive to build up the port.

### Dry Dock "Salvaged"

In spite of this, however, Boston's business continues to grow, indisputable evidence to this effect is furnished by the customs receipts. W. W. Lufkin, collector of the port, while he considers the freight differential a great handicap, says, however, that he has given The Christian Science Monitor, that even that disadvantage is not sufficient to check the strides Boston is making on her way back to that position in the American shipping world she is entitled to occupy.

There are indications that the drive begun 10 years ago to make Boston the greatest port on the Atlantic coast is being carried forward with the project of that day, a rational, conceived and set, with millions at command for making Boston the greatest Atlantic port, and which finally came to naught for divers reasons, was not without result, as is witnessed by the valuable salvage in the giant dry dock and basin (the largest in the world) and Commonwealth Pier. At that time three great trans-Atlantic companies, the Cunard, the International Mercantile Maritime and the Hamburg-American, made contracts with the Commonwealth for the annual payment of \$50,000 each. Then came the World War and collapse. The purchase of the dock by the federal Government followed, which relieved the Commonwealth of maintenance and such fixed charges.

### Exports Dropped Heavily

The complaint filed with the Interstate Commerce Commission by the Maritime Association against the differential is based on the ground that it is unfair for the Government to favor certain railroads and ports as against one of the nation's greatest trade centers. The Maritime Association points out that, while it was naturally expected that all ports would be placed on a parity by the Interstate Commerce Commission when the Shipping Board established its uniform rate between all Atlantic ports and Europe, such was not the case. Boston, due to this combination and the blighting effects of the war, dropped from second to eleventh place in exports. In imports, however, phenomenal improvement has resulted from the indefatigable efforts of the Maritime Association in obtaining an adjustment of freight rates from the railroads that put port charges on a par with those at other Atlantic ports.

Mr. Lufkin, in a recent talk with a representative of The Monitor took a very optimistic view of the future of the port.

"An almost unprecedented increase in receipts," the collector stated, "has been noted in March, port charges having totaled \$100,000 or more on several days this month." The collector is of the opinion that concerted action on the part of the New England manufacturer in providing adequate tonnage would give an immense impetus to business here.

### Differential Is Crux

This is borne out by a movement recently on the part of Brazilian dealers in cooperation with the Maritime Association, whereby the dealers guarantied cargoes from Brazil to warrant direct monthly steamer service to Boston. This service has resulted in a saving in freight charges of many thousands of dollars to the local dealers. On a cargo now being unloaded at Commonwealth Pier from the

vessel West Keene the saving is estimated at approximately \$10,000.

"The differential," says Mr. Davis, manager of the maritime association, "is the crux of the situation. Remove this handicap and with western and Canadian grain flowing through this port Boston will rapidly regain her one-time place as second only to New York in importance."

Coming to the figures, which show the actual ebb and flow of commerce through the port of Boston during recent years, it is seen that commerce showed a steady gain, except for a decided decline in the year 1921. This decline can readily be misinterpreted. In comparing the trade of 1921 with that of 1920 a year of unusually large volume of trade is compared with one of more normal quantity. Moreover, values were enormously inflated in 1920, and 1921 was a year of rapidly declining prices. Hence the decline is much more apparent than real, even when compared with the unprecedented trade of 1920.

### Higher Than Before War

When compared with pre-war years, the value of 1921 trade, both import and export, is found to far surpass that of the highest year before the war. Exports in 1921 were 90 per cent the actual ebb and flow of commerce preceding the war. A very considerable fraction of the decline in 1921 is attributable to fall in prices. To the Europe-Mediterranean region the falling-off amounts to 52.9 per cent of the exports of the preceding year in value; a decrease of 47.1 per cent in exports.

Trade with Europe has suffered relatively more than with the world as a whole. This decrease in exports as compared with 1920 has been most conspicuous in case of the Scandinavian countries, Western Europe, and Eastern Europe. The large exports from the United States to Eastern Europe in 1920, however, consisted in considerable part of food supplies and other products either contributed as a gift of the American people or furnished on credit by the United States Government, while in 1921 most of the exports to this section represented normal trade.

The following table, prepared by the Research and Regional Divisions of the Bureau, gives a very fair idea of percentage changes:

Trade of the United States with the world:		Exports	
		'20-Per cent of	'21-Per cent of
Grand divisions	1913-14	1913-14	1920
Europe	300	159	53
North America	265	214	59
South America	601	229	44
Asia	651	429	63
Oceania	325	191	59
Africa	684	261	44
Total	348	190	55

Imports

	'20-Per cent of	'21-Per cent of
Europe	127	62
North America	383	177
South America	342	163
Asia	447	197
Oceania	458	208
Africa	786	211
Total	279	132

### Exports Have Lagged

At all times, however, exports through Boston have lagged. They have lagged badly. Ships here were, but no cargoes. In 1918 Philadelphia, New Orleans, San Francisco and Seattle all stood ahead of Boston. In 1919

Exports

	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921
Exports	1,230,000	1,230,000	1,230,000	1,230,000	1,230,000	1,230,000	1,230,000	1,230,000	1,230,000	1,230,000	1,230,000	1,230,000

Chart Shows Movement in Imports at Boston for a Ten-Year Period

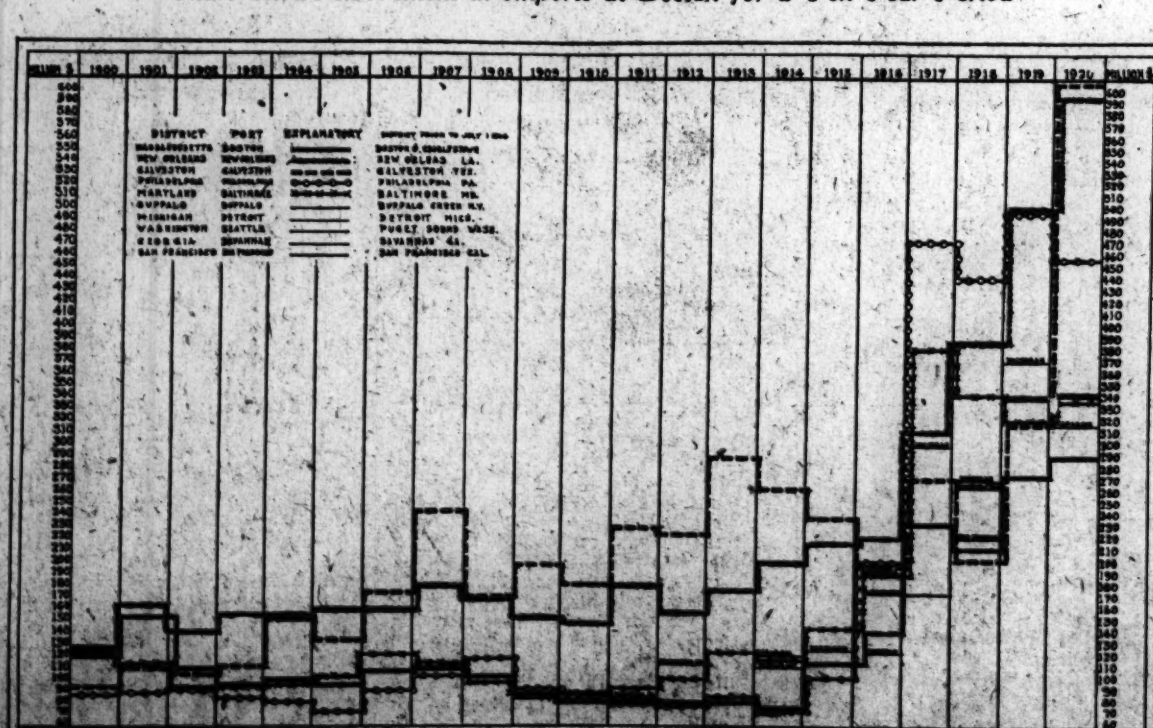
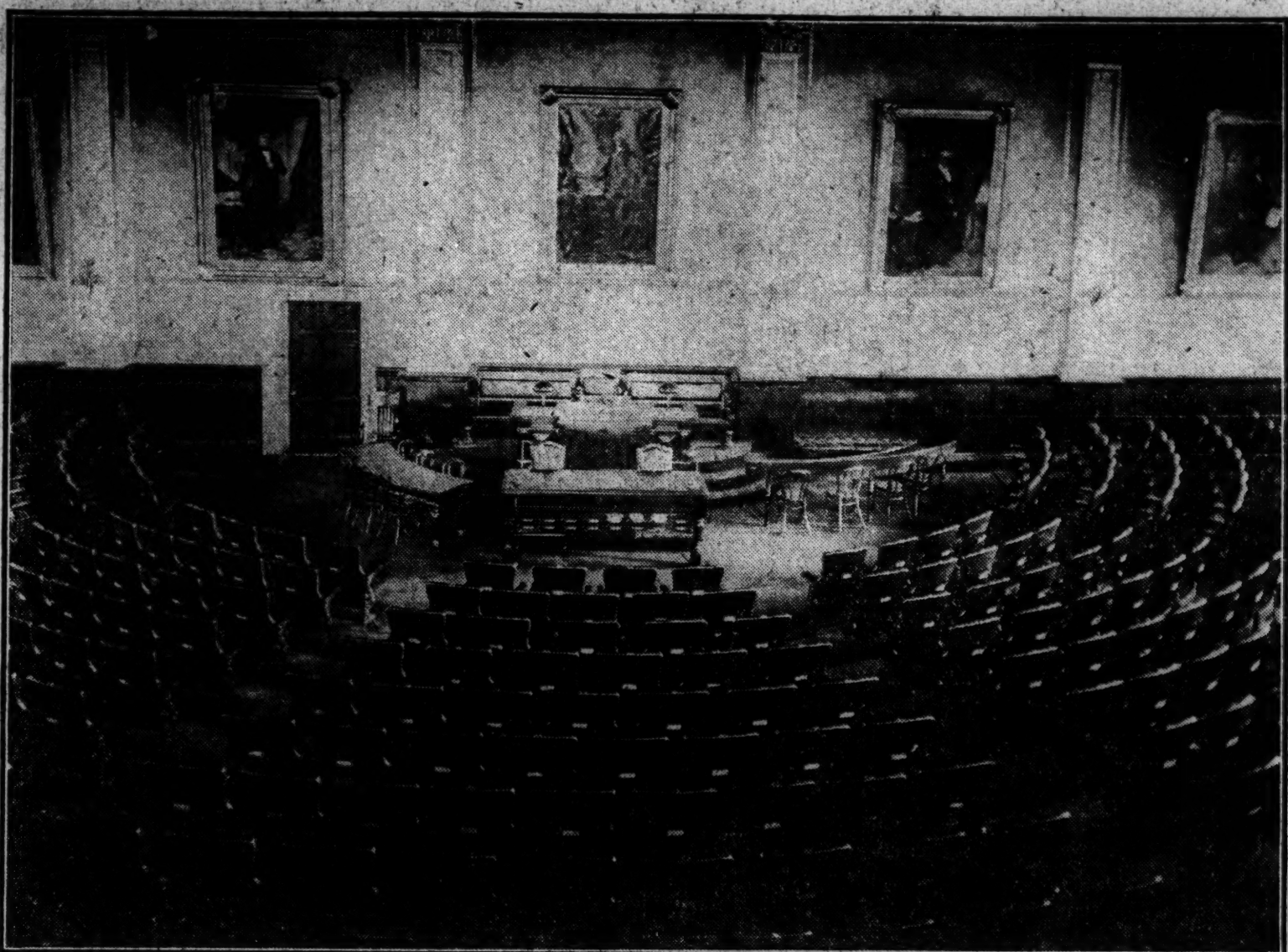


Chart Shows Fluctuations in Exports From Boston for a Ten-Year Period



Interior of Representatives' Hall, Concord, N. H., Where More Seats Are Needed to House Largest Legislative Assembly in the United States, Excepting Congress. Paintings Back of Speaker's Rostrum Are of Franklin Pierce, Washington and Webster

all of them except San Francisco were ahead, and San Francisco exported more than Boston that year. In 1920 only New Orleans ranked between this port and New York, and its preeminence was due to exports.

Comparative positions of ports outside of New York:

EXPORTS		IMPORTS	
No.	Net Ton.	No.	Net Ton.
New Orleans	1355	Boston	1355
Galveston	1367	New Orleans	1355
Philadelphia	1372	San Francisco	1355
Detroit	1372	Boston	1355
Baltimore	1372	Philadelphia	1355
Buffalo	1372	New Orleans	1355
Boston	1372	San Francisco	1355

The above charts carry figures for the fiscal years ending June 30. For the calendar years, 1920 and 1921, Boston shows the following:

Exports		Imports	
1920	1921	1920	1921
Exports	1,230,000	Imports	1,230,000

Exports.. 122,740,620 Imports.. 221,326,687  
IMPORTS AND EXPORTS FOR 10-YEAR PERIOD, 1910-20  
Customs District of Massachusetts No. 4  
Fiscal Year Ending  
Imports June 30 Exports  
1910 1911  
118,597,440 71,534,082

129,293,016 1912 69,692,171  
146,389,451 1913 69,552,657  
159,915,870 1914 67,715,181  
152,653,791 1915 107,475,677  
210,900,243 1916 26,254  
217,905,287 1917 225,578,485  
248,927,021 1918 205,132,428  
243,630,442 1919 265,688,007  
456,246,322 1920 281,614,919

Number and Net Tonnage of Vessels Engaged in Foreign Trade—Same Period

Entered		Cleared	
No.	Net Ton.	No.	Net Ton.
1355	2,714,382	1136	1,828,887
1367	2,836,611	1135	1,839,682
1372	2,948,244	1098	1,872,493
1477	3,069,111	1116	1,900,308
1503	3,363,100	1215	2,217,821
1488	2,463,651	1161	1,659,802
1494	2,420,647	1137	1,589,521
1281	2,011,584	1047	1,447,568
1050	1,487,516	810	1,045,841
974	1,426,124	788	1,047,303
1089	2,021,152	850	1,293,681

Imports and Exports—the latter foreign and domestic—at Boston and sub-ports of the Massachusetts Customs District. Given for each port, for 1919-20-21.

Port Imports Exports Domestic Foreign  
Boston \$288,387,108 \$321,218,429 \$3,129,641  
Springfield 5,208,320  
Worcester 204,819  
Gloucester 2,233,076 391,637  
New Bedford 1,932,058 119,187  
Plymouth 1,280,169  
Fall River 138,734 6,212  
Salem 445  
All other ports 313  
Total 299,542,142 321,735,465 3,139,714

Boston 379,739,645 182,679,237 10,057,885  
Springfield 2,073,983  
Worcester 2,386,487

Gloucester 1,031,558 50,725 3,092  
New Bedford 2,736,091 75,165  
Plymouth 2,648,787  
Fall River 663,102  
Salem 26,254  
Total 392,752,807 182,805,127 10,060,977

Boston 156,760,818 57,143,879 2,991,384  
Springfield 1,392,526  
Worcester 227,189  
Gloucester 537,208 22,697 2,910  
New Bedford 1,808,542 102,644  
Plymouth 1,766,880 25  
Fall River 2,629,079 278,459  
Salem 34,736  
All other ports 4,110  
Total 164,880,383 57,547,704 2,994,501

### Passenger Service Large

New York alone has taken precedence of Boston as a passenger port, and directly prior to the war Boston bid fair to rival New York. The Cunard was running two of its most palatial ships from Boston; the White Star had de luxe boats on its Liverpool and Mediterranean service; the Leyland was offering its one-class boats and noteworthy was the service begun by the Hamburg-American, with the surety of more palatial ships to come. Also the North German Lloyd had begun a service to Boston.

Although this was lost through the war the prospects now are for increasingly effective service. For its Boston booking the Cunard-Anchor is building its best new ships; the White Star is running its splendid Arabic, among lesser boats, and offering better service than ever before. A service to and from Bremen and the Baltic ports had been promised Boston by the United States Mail Company. When this company went out of existence the steamers it held were taken over by the Hamburg-American, and they may yet ply between this and their destined ports, provided the Hamburg-American carries out its original program.

The spring of 1920 witnessed a greater number of big passenger liners here than Boston has ever seen; some of which were of a size that would have been a source of wonder a brief half-dozen years ago. This flocking of big liners to Boston was the result of immigration congestion at Ellis Island.

Recent bookings from Boston show Cunard-Anchor liners to Liverpool and to Glasgow; the Furness boats to Liverpool and Glasgow; Leyland liners to Liverpool, to London and Manchester; Atlantic transports to London and to Havre and Dunkirk. Many other liners are giving exceptional service. Among them are Ellerman's Wilson Line, Barber, and the Phoenix. Last but by no means least are the long-distance, coastwise lines between Boston and the Panama Canal.

### Rate Equalization Needed

Boston, for some inscrutable reason, has always lagged behind in volume of travel southward. New England furnishes a large percentage of tourist travel bound for the South, for Florida and the West Indies, but the tide of embarkation has always run to New York. Boston's piers are easily accessible from its railroad terminals, yet so far no service worthy of the name has been offered New Englanders intent upon escaping wintry blasts by voyaging to the Carolinas, to Georgia and Florida. This should be modified by stating that the United Fruit Company was induced, some years ago, to operate its best boats from Boston, but unfortunately the venture was not an instant success and was abandoned.

Boston has the harbor; she has the dock; she has the pier; she has the industrial and mercantile development, in serried rows of warehouses, storehouses, stretching along her South Shore, unrivaled on the Atlantic Coast. What does she lack? Equalization of rates with other Atlantic ports? It is true that New York has built up a vast and efficient machinery for handling her exports and imports. But she has nothing that would be difficult for Boston to duplicate.

## SEVEN CITIES LAY ON BETH-SHAN SITE

Archaeologists Find Rare Relics in Holy Land

PHILADELPHIA, March 21—Presence of a civilization dating back to 1700 B. C. has been discovered at the site of Beisan, the Beth-Shan of the Bible, according to word received here from Dr. Clarence B. Fisher, head of the University of Pennsylvania archaeological working in the Holy Land.

The reports stated that relics of this civilization were found in the seventh sub-cellar of the hill of Beisan, and that on top of it were piled in distinct strata six other cities or civilizations. Extensive digging thus far has proceeded only to the third level, uncovering the remains first of an Arab city, below it a Byzantine community, containing pretentious edifices, and below this the ruins of a Roman city. The most important find was hieroglyphic stela of the fourteenth century, as yet undeciphered. Dr. Fisher reported he hoped to find one or more of the iron chariots for which the place was famous in Biblical history.

The University of Pennsylvania has engaged in this sort of work since 1889 when the university museum was founded as the department of archaeology. This institution became the beneficiary of the results of four Babylonian expeditions which operated on the site of Nippur for extensive periods between 1888 and 1900.

The Temple of Bel, probably the oldest known edifice in the world, was brought to light in these investigations, and the collections of 20,000 clay tablets were brought to the university. Portions of the code of laws of Hammurabi, King of Babylon about 2000 B. C., of the Sumerian account of the creation of the world, of the founding of the principal cities of Babylon and the deluge, deciphered from the sunbaked slabs of clay, have proved of value and intense interest to scholars.

## LARGEST STATE LEGISLATURE HAS NOT YET GOT ITS GROWTH

More Seats to Be Installed in New Hampshire Hall of Representatives to Care for New Members

CONCORD, N. H., March 24 (Special Correspondence)—More seats will be installed in Representatives Hall in the New Hampshire State House to accommodate the additional members of the state Legislature who are entitled to sit in the session which convenes next January.

The membership of the House of Representatives under the new apportionment, effective at the fall election of 1922, will be 425. The New Hampshire House not only is the largest legislative body of any state in the Union but one of the five or six largest assemblies of this kind in the world.

The reason for the increase to 425 members is in the increase in population of the State by the census of 1920 and the provision in the state Constitution which entitles every town of 600 inhabitants to a representative to the Legislature, with an additional representative for each additional 1200 inhabitants. Even the towns of less than 600 inhabitants have representatives, for in their case, the constitutional provision is that each small town have representation such part of the time as the population of the town is proportionate to 600. For instance, a town of only 100 inhabitants is entitled to a representative at every sixth session of the Legislature.

In 1920 and again in 1921 constitutional amendments were submitted to the people which provided for a reduction in the size of the House of Representatives to about 300 members, but the people rejected these plans. In fact, ever since 1791, efforts have been made to reduce the size of the House, but there has never been a radical reduction. In 1776, when the House had about 300 members, a slight reduction was made but this was wiped out by subsequent increases in population. The system of town representation.

## CLARK'S CRUISES BY C. P. R. STEAMERS CLARK'S 3rd CRUISE, JAN. 23, 1923 ROUND THE WORLD

By the Specially Chartered Super C. P. R. S. S. "Empress of France" 18,451 gross tons. A floating palace for the whole trip. Route: New York, Panama, Colon, San Francisco, Japan, 14 days in Japan, China, Manila, Java, Singapore, Borneo, Suez, 13 days in Europe—Paris, London, 4 days in Cairo, Naples, Havre, Southampton (stop over) Quebec City, Montreal and New York.

4 MONTHS, \$1,000 and up. Including Hotels, Drives, Guides, Fees, etc.

CLARK'S 19th CRUISE, FEB. 3, 1923 TO THE MEDITERRANEAN

By Specially Chartered, Sumptuous S. S. "EMPERESS OF SCOTLAND," 25,000 gross tons; 65 Days Cruise, \$800 and up; 19 days in Egypt and Palestine, Spain, Italy, Greece, etc. Europe—Paris, London, 4 days in Cairo, Naples, Havre, Southampton (stop over) Quebec City, Montreal and New York.

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BETWEEN San Francisco AND Sacramento 6.30 P.M. Pullman Steamers "FORT SUMTER" "CAPITAL CITY" EXCELLENT MEALS—QUARTERS WITH BATH—SCENIC BEAUTY THE DELIGHT OF TOURISTS CALIFORNIA TRANSPORTATION COMPANY

EUROPEAN TOUR THE ORIENT-WASKA SCHOOL 1685 LEXINGTON AVE., NEW YORK, N. Y. Tel. 677800 Announces Tour of France, Switzerland, Italy, and England personally conducted by Mme. Ortes-Waska. Tour of France of 19 days and who spent the whole period of War, 1914 to 1917, in Paris. Be in Paris for Grand Prix Tour leaves New York, June 10, 1922. Full particulars, write Secretary.

CITY MOTOR BOATS TO BE TAXED  
Boston motor boats, which for some reason unknown to the city administration, have escaped taxation in the past, will hereafter contribute to the city's treasury, according to recommendations made by Mayor Curley to Edward Kelly, chairman of the Board of Assessors. The mayor points to a large amount of such property that has formerly been free from city taxes, saying that on a fine day an aggregation of pleasure craft may be seen in Dorchester Harbor greater than on any similar body of water in the world.

## The Christian Science Benevolent Association SANATORIUM

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# Wrecking of Buildings Gives New Vista of St. Magnus, London Bridge Frith's Scrapbook Goes to Victoria and Albert Museum

Beautiful Wren Church Now Visible Daily to More Than a Hundred Thousand Persons

EXCEPT St. Paul's Cathedral, none of the London City churches is so well known to passers-by as St. Magnus Church, by London Bridge. Statistics say that 125,000 persons daily cross the bridge on foot, and to them all the tower rising from near the river level is above the parapet is a familiar sight. It seems friendlier than a tower, instead of appearing from the pavement so that the spectator must crane back to see it. It is so placed in Lower Thames Street that by the stream of bridge-borne traffic it can be viewed entire.

At present some obstructive buildings have been cleared away, and Londoners have a chance they have lacked these many years to see the church and the monument behind it in their true perspective.

The church repairs examination, for it is among Wren's masterpieces. In 1666, when London was burning, the church was destroyed. It was rebuilt in 1674, but funds were exhausted, and the tower was not completed for nearly 30 years. From 1705 till today it has watched the growth of London, the old bridge, and the new, and even a recent committee which proposed the destruction of many city churches and the selling of their sites for business proposed that St. Magnus tower might be pulled down.

That tower is said by some to have been designed originally for St. Mary-le-Bow, Chancery Lane, a more conspicuous site, and is the most striking feature of the church's architecture. The

stone octagonal lantern, crowned by a lead-covered cupola, surmounted in its turn by a smaller lantern, and lead-covered spire, raise the weathercock to within 17 feet of the height of the monument itself.

But the tower is not alone in structural interest. A curious feature is in the interior, where the columns are irregularly spaced, giving an undulating air of insecurity to the architecture and ceiling. The explanation is as curious as the fact, for the plan is said to have been too large, so that when the building was in hand it was found to encroach upon a public right of way. This necessitated shortening, and as the foundations of some columns had been already built, those not begun had to be replaced.

However, this may be, and strange vagaries were possible to the seventeenth century builder—it is true that a footpath leads through the ground story of the tower. This was the approach to old London Bridge, finished by Peter of Colechurch in 1209, which remained till 1831.

St. Magnus presents other singularities than the architectural, adjoining Billingsgate, it appropriately celebrates its annual harvest festival by trophies of fish for decoration, in place of corn and fruit, as is the usual custom.

At other seasons there is to be viewed the memorial of Miles Coverdale, rector in the early years of Queen Elizabeth, who raised him to the bishopric of Exeter, in recognition of his having made the first complete English translation of the Bible.

## Books and Bookmen

WHEN Dr. Ethel Smyth published her volume of "Impressions That Remained," a few years ago, musical circles both in the United States and abroad, were considerably interested. Ernest Newman, for instance, said in *The Observer*: "Not content with having given volumes of memoirs, she writes in the whole range of musical literature. The style is an admirable one—easy, natural, and sinewy, adapted for itself without effort to the needs of the day, ironic, or reflective, of the moment; frank and fearless, but deeply feeling." The announcement of a new book by Dr. Smyth will, therefore, arouse considerable interest.

It is called "Streaks of Life" and has just been published by Alfred A. Knopf. In explanation of the title, Dr. Smyth says: "I call this collection of papers 'Streaks of Life,' because, although most of them are autobiographical, there is no attempt at a connected story. Dealing with modern times, continuity is impossible unless you are prepared to hurt feeling or dip your pen in purest solution of rose-colored sensibility. And without wishing to incur the imputation of treachery, I can imagine nothing more tiresome than always to speak of people as if they were listening at the door."

Dr. Smyth, the daughter of J. H. Smyth, C.B., was the friend of Brahms, Oris, George Henschel, Arthur Sullivan, Tchaikovsky, and numerous other figures of the musical and social worlds of the past 40 years. She is the composer of two symphonies, the overture to "Antony and Cleopatra," and "Der Wald," produced by the Metropolitan Opera Company of New York. She is the only woman to achieve that honor.

Some of the episodes in "Streaks of Life" concern the Empress Eugenie, Queen Victoria, Madame Bligny, the former Kaiser of Germany, Saint-Saëns and Carl Muck.

Edgar Lee Masters appears to be torn equally between poetry and prose. His second novel, this time for adults, has just come from the Macmillan press and it proves to be a historical venture. "Children of the Market Place" offers a picture of America between the years 1833 and 1860. Perhaps the best explanation of it is to be found in a statement, personally issued by Mr. Masters. He says:

"My book is not a Lincoln novel. It is a study of the country and of the world, to some extent, between 1833 and 1860, built around Stephen Douglas, who was intensely American, who reached with jealous eyes the diplomacy of England, and strove to defeat it in the interests of his own country. It is a study, too, in the sense of Douglas, a character of the time, who was a pioneer to the will of Zeus, the world spirit."

"The name of Lincoln does not occur in the book until almost the end, and is referred to in the remotest way. This is an artistic symbol of the fact that for nearly 30 years before Lincoln was known, Douglas was the most famous statesman of America, conspicuously engaged in the greatest enterprises of patriotic and national moment."

"Lincoln came to the front in 1858 in the debates with Douglas, when Douglas was running for Senator for the third time, and had been a candidate for President twice before. When the day was lost for Douglas, he turned in with magnificent heroism to help Lincoln in every way that he could. Lincoln knew this, and instructed Douglas with his confidence, and sent him forth on missions of delicate and responsible nature to save the union."

"However, the book will see that it was the doctrine of congressional right and power to arrest slavery that led to the imperialism of the Phillips conquest and the centralization of today. If the country were ready to turn upon this policy, this novel would be greatly received. But that remains to be seen."

There is a peculiar controversial note in the last paragraph that may cause some uneasiness on the part of some readers. It is, perhaps, too much to say that Mr. Masters belongs to the extreme right party of pre-Civil

War days, but it does show that he is dissatisfied with the centralized Government of the United States. It is to be doubted that his novel will be received as a great political pamphlet. It will be purchased, primarily, as a story and the sustained quality of the tale and the method of its narration will determine how greatly it may be received.

So many persons appear to believe that Mr. Masters' career started with "Spoon River Anthology," that it may be wise to insist that he had published half a dozen books long before that first success. Among them was "Maximilian," a blank-verse drama that treated of the Mexican Empire. It is still to be found occasionally in second-hand bookshops.

Frank C. Dodd, of Dodd, Mead and Company, New York, sailed for England on March 23. Before leaving, Mr. Dodd stated that, because of the recent purchase of the John Lane books and interests in the United States and the large increase to the Dodd, Mead list, he would probably not add materially to the books arranged for this year; but that he was more interested in perfecting plans and securing material for 1923. Mr. Dodd plans to visit William J. Locke, at his home in Cannes, and, while in England, will see Archibald Marshall, W. B. Maxwell, Muriel Hine, Arthur Reece, Anthony Pryde, Michael Arlen, Berta Ruck, Olive Wadley, and other Dodd, Mead authors.

The highest price ever paid for a single edition of any American author's work was recorded on March 18, when Gabriel Wells, the New York dealer in rare books, bought from P. F. Collier & Son Company a new definitive de luxe edition of Mark Twain, valued at more than \$200,000. From the sale of this edition alone, Mr. Clemens' estate will receive more money than the writer of a "best seller" of the day receives from the sale of 100,000 copies. This royalty, added to the returns on the popular editions of Mark Twain, make his earnings the greatest recorded for any author. The judgment of H. H. Rogers has been vindicated. It will be remembered that, when Mr. Clemens failed disastrously as a publisher, this rich man said to him, "Mark, you write. I'll underwrite," and so provided the financial backing which enabled Mark Twain to go on with his writing unhampered by debt.

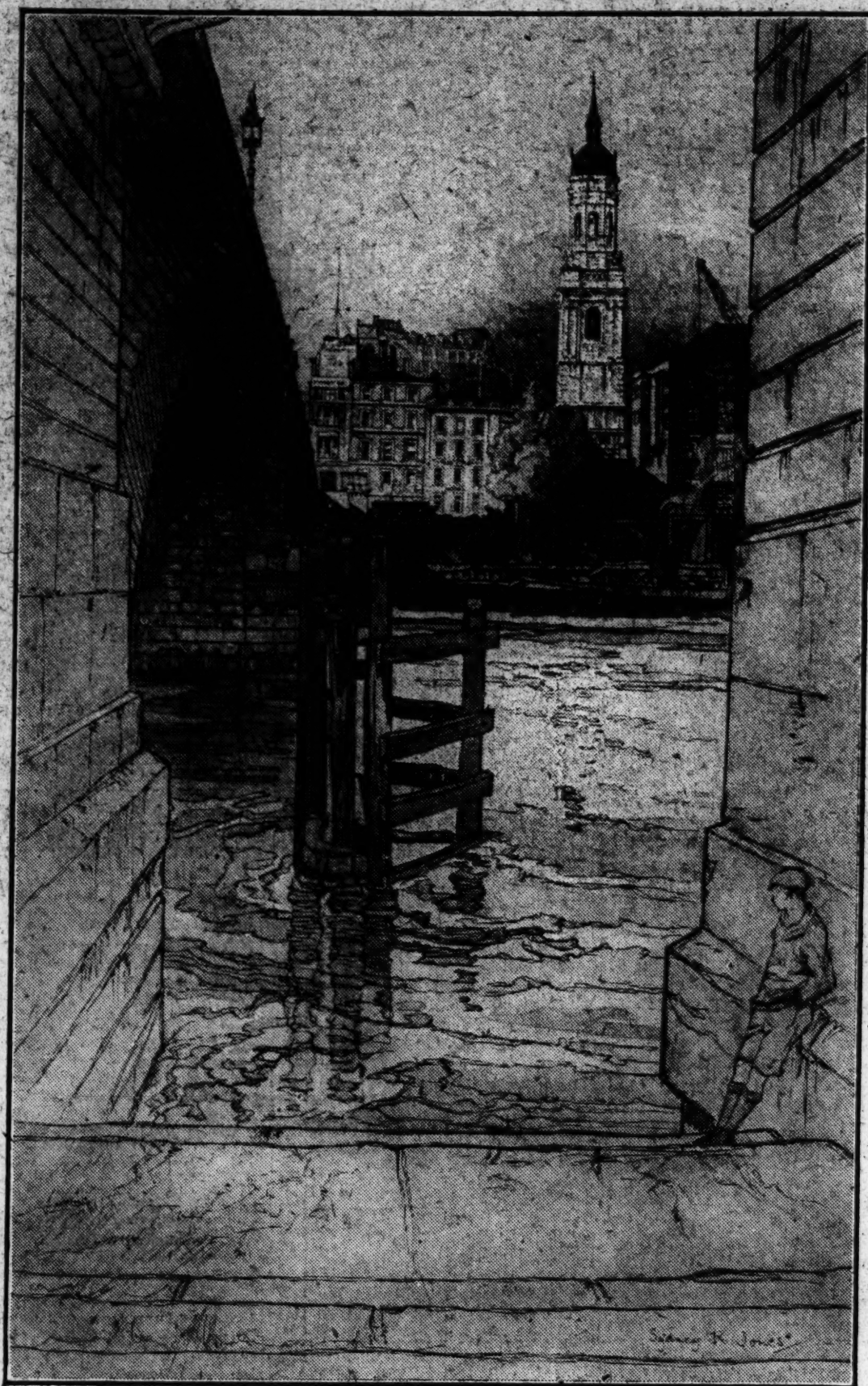
Gabriel Wells, by the way, is the astute book-dealer who purchased outright the entire de luxe edition of Joseph Conrad's works which Doubleday, Page & Co. of New York recently published.

Messrs. Constable & Co. are soon to bring out an English edition of Amy Lowell's arrangement of Florence Acough's translations from Chinese poetry, "Flower Tablets." The book is published in America by Houghton Mifflin Company. Recently the writer heard Miss Lowell read some of these pieces and found their old-world charm enhanced by the spoken voice.

Charlie Chaplin, turned author, will interest many in "My Trip Abroad" (Harpers). How Europe received him, and how he felt on returning to his native shores, makes diverting reading. The playmate of the folk living in the haunts of his childhood seem to have been as grateful to him as the attentions bestowed by Sir James Barrie, H. G. Wells, Sir Philip Sassoon, Thomas Burke and the host of notables who did him honor.

In France, the cry was continually "Vive le Charlie!" and everyone wanted to meet the man who had made the world laugh. On one page he mentions Lady Astor, on the next Iris Tree. With quite as much enthusiasm, he speaks of an unknown Russian who sang divinely, and of a charming little girl on shipboard, who became his good companion during his homeward voyage.

It is a pleasure to read this account, modestly set down by the favorite screen comedian. Something of his joviality lingers in the book, but on the whole it shows a wistful, boyish strain which will render him no mean service with the more critical public.



St. Magnus, London, From a Water Color by Sydney R. Jones

## What the Birds Do For Man

DURING the end of February and early March the tide of bird life runs low. The harder wanderers which have withstood the rigors of a northern winter have left or are preparing to leave for their summer habitats, while the returning migrants have not yet put in an appearance. At this period the permanent residents are still for the most part in the shelter of the woods, or about the homesteads, where friendly hands are adding substantially to Nature's food supply, now scanty enough. It is, in fact, a season of the year when there is little stir among the feathered folk. With this situation it may not be amiss to consider briefly some of the general problems connected with the birds, which are becoming of increasing importance as there is better understanding of the relation of bird-life to mankind.

An outstanding fact in America and certain European countries, notably in England, is the increasing attention given to the protection of birds. Through wise legislation, treaty, and popular education in the necessity for the conservation of wild birds, their numbers have notably increased in recent years. The first appeal to this utilitarian age is the economic importance of birds to the farmer, the market gardener, and the orchardist. Carefully conducted experiments by the Department of Agriculture at Washington and similar departments in the individual states have revealed the tremendous importance of birds in destroying harmful insects that ravage the crops and orchards to a degree that is quite incalculable, and in the destruction of great quantities of seeds of noxious weeds. It has been estimated, and no doubt conservatively, that insects injure the crops in the United States annually to the amount of more than three quarters of a billion dollars. All will agree that if even a portion of this loss could be avoided, the protection of bird life, it would be well worth the cost. Not only the farm crops and gardens suffer, but orchards, forests and shade trees are greatly injured by insect pests, a condition of which the people of Massachusetts are probably better aware than are the inhabitants of any other State.

There is a well-authenticated story of a Bavarian nobleman who made of a fine piece of forest land a sanctuary so delightful to the feathered folk that when a scourge of destructive insects swept over the country, the summer dwellers protected his trees from the devastating worms that stripped bare the neighboring forests. Similar occurrences on a smaller scale are perhaps not uncommon. Manifestly, from the standpoint of good citizenship which calls for wise economic policies, bird protection as a subject for national legislation is deserving of most careful consideration; for these

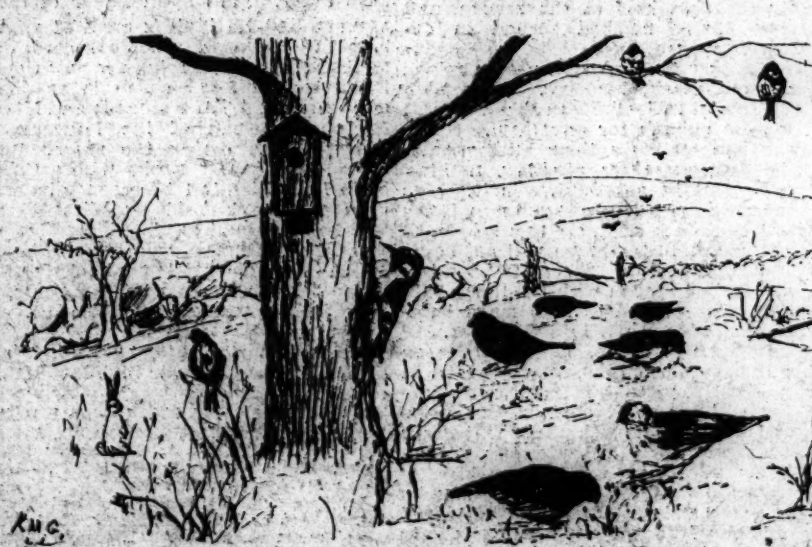
little friends of man, if they are encouraged and protected, render a very valuable service. Much wise legislation has been enacted, but there is need of more to make our bird friends secure. Not the least to be considered is the proposition recently made to license all cats, thus removing or placing some degree of control on one of the bird's greatest enemies. That the spraying of trees with poison to destroy harmful worms also destroys many birds, there can be little doubt.

Entirely apart from the economic are the ethical and aesthetic phases of the question. Does not good citizenship demand that all possible measures be taken to conserve, perpetuate and increase all the beautiful and useful creatures of the earth? The fauna no less than the flora of a country are among its great treasures to be cherished and protected for the generations to come, as well as for the delight and enjoyment of that of the present. In any country, as more persons turn back to Nature, for recreation and entertainment, the appreciation of natural resources in

every side with such a flood of song from these merriest of minstrels that Mr. Burroughs declared it was quite without precedent in his previous experience. Presently, as he called attention to the ripening grass, Mr. Ford assured him that the haymakers would find no welcome in that meadow until the young bobolinks were safely on the wing, even though the grass crop might become valueless. Mr. Ford has made a bird sanctuary of his fine estate, planting shrubs bearing edible seeds, establishing feeding stations for use during the winter months, and by means of an electrical device, even keeping the streams free from ice for their enjoyment.

This is but one of almost countless instances, few to be sure so large a scale, of protection given to birds to the purpose of increasing their numbers through furnishing attractive surroundings. Not far away from Mr. Ford's sanctuary another kindly disposed man, through feeding wild geese, has succeeded in attracting these noble birds to the number of several thousands who become his guests for a few weeks during both migration seasons; and he is satisfied that the same birds have returned year after year.

A recent news item bearing a Port-



land, Me., date line tells of a movement by the Cumberland County Audubon Society to establish a bird sanctuary on Western Egg Rock, an island of some 20 acres, off New Harbor. It is proposed to encourage the breeding of the sea birds which have their home there, and a warden will be installed to protect them from molestation. The very worthy purposes of the organization as set forth in its incorporation papers are: "To acquire and diffuse knowledge of birds and their great importance to the life and health of mankind in the economy of nature; to protect birds and endeavor to increase their numbers; to advocate that all public cemeteries, parks and estates be made bird reservations, and to advocate the increase of food-bearing plants in

London, March 10  
Special Correspondence

THE Library of London's great treasure-house of art, the Victoria and Albert Museum, has recently been presented with a most interesting volume of autograph letters. It is the gift of the Misses Frith, daughters of W. P. Frith, the well-known Academician who painted "Derby Day," "The Railway Station," and other great crowd-pictures.

The letters, most of which are personal correspondence addressed to Frith himself or to his wife, are almost without exception from the hands of those whose names are household words. They are intimate missives from men and women who made the period—say from the forties to the eighties—one of exceptional brilliance in art and letters.

Merely to rehearse the names of their writers serves to conjure up the whole atmosphere of Victorian times. Among novelists we have Dickens, Wilkie Collins and Trollope; Miss Braddon, Rhoda Broughton and Mrs. Wood. Among the artists we find Landseer, Pilsen, Millais, Leighton and one from the great Turner. Of actors we have Macready and Irving; of humorists Shirley Brooks and Crinkshaw.

### Box in Friendly Vein

Of all the 220 letters there is no doubt those from Dickens (14 in all), are easily of greatest interest. Some of these have been printed by Frith in his Memoirs; yet here are the veritable letters written on his good silurian paper with the bright blue ink, familiar to all who have seen the original manuscripts of works, many of which are in the Forster collection at South Kensington. The earliest Dickens letter marks the beginning of an intimate friendship between the great novelist and the painter.

1, Devonshire Terrace,  
York Gate Regents Park,  
Fifteenth November 1842.

My Dear Sir,

I shall be very glad if you will do me the favor to paint two little companion pictures; one, a Dolly Varden (whom you have done so exquisitely already); the other a Kate Nickleby. Faithfully yours always  
Charles Dickens.

These two little pictures afterwards became great favorites with Dickens; and when later he allowed the Kate Nickleby to go to Ireland to be engraved he became very anxious over the somewhat exceptional time taken. Hence the following playful appeal, the original of which is also in this volume:—

Advertisement  
To K—e N—y.  
The Young lady in Black.

K. N. If you will return to your disconsolate friends in Devonshire Terrace, your absence in Ireland will be forgotten and forgiven, and you will be received with open arms. Think of your dear sister, Dolly, and how altered her appearance and character are without you. She is not the same girl. Think, too, of the author of your being, and what he must feel when he sees your place empty every day!

Another letter to Frith seriously appeals to him to get it returned.

### Artistic Illegibility

As a study of the calligraphy of well-known men the collection is illuminating. Perhaps the least legible are those of Sir Edwin Landseer although another world-famous artist, Lord Leighton is a good second. One of the neatest writers is Mulready, small but clear, while George A. Sala has a small firm hand of much character. A pleasing quaintness of style is exhibited in a short note from Maclean who was a man of great social charm. My Dear Frith,

As you kindly bid me, I will present myself to Mrs. Frith and yourself on Tuesday next at half past six, with not so much ceremony about me as might be indicated by a white cravat. Very truly yours  
Danl. Maclean.

The letters of Shirley Brooks are full of pleasing sallies. He succeeded Mark Lemon in the editorial chair of "Punch" in 1870, on which occasion

he sent a characteristic note to his friend Frith.

"The Editor of Punch" (since yesterday) Presents his compliments to the honorable Cattle Frith, R. A. and I hope that you are at this moment enjoying the sports of the "Derby Day"

To American readers probably the most interesting, after those of Dickens, are those of Joseph Jefferson the actor. Of him Frith in his Memoirs speaks as follows. "The man I knew and with whom I had most sympathy was the American actor Jefferson, whose performance of Rip Van Winkle can never be forgotten." Frith said, too, that there was in him the making of an artist, but he lacked the power of application. The following letter shows that while in London he at least amused himself with palette and brushes.

Bedford House,  
Tavistock Square  
April 29th.

My Dear Frith,

I send you the picture of young Rip that I spoke of. It is a very good specimen of American photography.

If you can spare me an hour some Sunday morning I would like to show you what I have done.

Don't think that I send the photo to lure you into my studio(?). If it is a bore don't come, but I really want you to have the picture.

With regards to the family,

I am Faithfully Yours  
J. Jefferson.

One may not continue quoting these letters indefinitely so in conclusion we will quote one that was evidently preserved by Frith for its valuable autograph. It is a letter from Sir Walter Scott to his publisher, John Ballantyne.

Dear John,

I send you the bills enclosed. Do not overburden yourself with them I mean do no more than you can easily as I can manage otherwise. I also remark Constable has received £350 (instead of £400) advanced by you to me. I will see you some morning soon and get the note of the whole.

Yours truly,  
W. Scott.

Frith was of course partly contemporary with Scott and must have appreciated to the full the historical interest attaching to even the most ordinary letter of the famous author of Waverley.

## Rare Goya Canvas Now Exhibited in New York

NEW YORK, March 13 (Special Correspondence).—One of the characteristics of Goya, the Spanish painter-genius, was his habit of telling a story in everything he did with his brush. He was a born illustrator and thus intuitively associated a sitter in portraiture with the occupation or activities of that subject, and apparently he could not resist the temptation to attach to any portrait production a scenic adjunct which furnished evidence of the customary employment of the sitter.

The story-telling disposition is shown in a Goya portrait in the comparative exhibition of old masters at Ehrlich's where he is represented by a full length canvas of Don Manuel Lapena, Marquis de Bondad Real, who was a commander of Spanish forces in one of the Peninsular wars. Probably the sitting was indoors, but for the permanent purposes of a canvas Goya guarded against any chance of mistaken identity by planting the Marquis in the bright center of a sandy parade ground, with his command of troops drawn up for review in the near background and the barracks stretching away toward the horizon. Then he inscribed in the sand, directly in front of the subject and of the artist.

The picture the Marquis is that of a young man, in attire rather elegant for dress parade, who seems fairly content with himself and quite willing to assist the artist in the balance of the picture by carrying a cane with a tasseled top.

Esteemed now mainly for his satirical, descriptive or character sketches, Goya in his own time was appraised as worthy of place with Velasquez and Murillo in the native lists.

Four sovereigns posed for Goya for oil portraits, and he was for years so busy with oils that he could afford to be curt with sitters of almost any station and to dismiss without ceremony those who demurred over his directions or otherwise tried his short patience. The Duke of Wellington learned of Goya's fame when, having ventured a suggestion of his own during a sitting, Goya dropped his brush, picked up a plaster cast and threw it at the head of the Duke. There are two pencil sketches by Goya of this subject, one of them in the British Museum, but neither court influence nor money could induce him to paint the Duke in oils, after that incident. If the portrait at Ehrlich's is not as well known as some others by Goya, it may at least be prized as a rarity by a master hand.

### Restoring the Parthenon

There was a time when Greece allowed some of her most sacred treasures of antiquity to be removed to other lands, as any visitor to the British Museum may testify. For some years now she has rigidly refused to permit even the least of these to be taken away, and the intense interest which was more evident in archaeologists from without is now eagerly shared by her own people. The project to restore the Parthenon has aroused alarm among lovers of Greece who perhaps forget that the Acropolis has been restored in some measure, without offense. The Greek authorities are determined to move very carefully in the matter. The present intention is only to restore to their places certain columns which lie nearly as they fell and are almost perfect, but not to attempt any kind of reconstruction.

—ALBERT F. OILMORE



## COLLEGE, SCHOOL, AND CLUB ATHLETICS

MRS. MALLORY  
LOSES DOUBLES

Jessup-Godfrey Team Wins National Title in Straight Sets at Chestnut Hill

The national title for women's indoor tennis doubles was won yesterday afternoon at the covered courts of the Longwood Cricket Club, Chestnut Hill, when Mrs. J. B. Jessup, Wilmington, Del., and Mrs. Frank H. Godfrey, Boston, disposed of Mrs. F. L. Mallory and Mrs. L. G. Morris, New York City, in the final bracket, 6-4, 6-3. In the semi-final round of the national indoor mixed doubles tournament Mrs. Mallory paired with William T. Tilden 2d, Philadelphia, defeated Mrs. Jessup and her partner, Irving C. Wright, Boston, 7-5, 6-2. The winning pair will meet Mrs. Frank H. Godfrey and R. N. Williams 2d, Boston, late today for the title, the latter pair having triumphed over Miss Leslie H. Bancroft and B. N. Dell, Boston, yesterday in the other semi-final match. The singles title will be decided this afternoon in the meeting of Mrs. Mallory and Miss Bancroft, who beat Mrs. Jessup yesterday in the surprise match of the week.

The Tilden-Mallory, Wright-Jessup match brought forth an unusually high quality of tennis for a doubles contest, as all four of the players did their full share in returning the ball throughout the play. The court covering of Mrs. Jessup was remarkable and because of this agility she constantly evoked the applause of the gallery by making seemingly impossible "gets" and at the same time scoring placements. Tilden hit a great many wild slams but made up for these errors by superior work at the net. During the first set of this match one could not make a guess as to the probable winner, so evenly matched were the two teams.

Williams played an erratic game in his mixed doubles match, giving a characteristic exhibition of alternate brilliant and sloppy tennis. He played with the new metal racket.

Mrs. Jessup and Mrs. Godfrey who put out Mrs. Mallory and Mrs. Morris in the women's doubles final did so only by playing some very high grade tennis. Mrs. Mallory was just as hard to gain any advantage over as usual, but the winners adopted a smashing style of play which could not be withstood. This match was in every way worthy of a final one.

## CHAMPIONSHIPS

**DOUBLES—Final Round.**  
Mrs. F. B. Jessup, Wilmington, defeated Mrs. J. B. Mallory and Mrs. L. G. Morris, New York, 6-4, 6-3.

**MIXED DOUBLES—Semifinal Round.**  
Mrs. F. L. Mallory, New York, and William T. Tilden 2d, Philadelphia, defeated Mrs. J. B. Jessup, Wilmington, and Irving C. Wright, Boston, 7-5, 6-2. Mrs. Frank H. Godfrey and R. N. Williams 2d, Boston, defeated Miss Leslie Bancroft and B. N. Dell, Boston, 6-4, 6-3.

HANDBALL PLAY  
REACHES FINALS

Schinner and Sackman to Meet for the Singles Title Today

MILWAUKEE, Wis., March 24 (Special).—A. L. Schinner of the Milwaukee Athletic Club and William Sackman of New York will battle it out tomorrow for the National singles handball championship. The pair survived the semi-final rounds today, Schinner defeating Lawrence Rothenberg, Central Amateur Athletic Union champion, 15-21, 21-12, 21-4. Sackman won from Albert Borgelt of the Milwaukee Athletic Club, 21-7, 21-13.

Rothenberg's peculiar serve to the left wall had Schinner puzzled in the first match, but the local star solved the puzzle in the second of the set, and playing the ball to Rothenberg's right hand exclusively, turned the tables. Rothenberg was leading in the second game, 12 to 1, when Schinner found his place. He held Rothenberg scoreless for the rest of the game.

Schinner's superb condition told the story in the deciding game. He wore down the Detroit player with hard smashes close to the border. Rothenberg weakened under the terrific pace and fell an easy victim, 21-4.

Borgelt put up a plucky battle against Sackman. The veteran New Yorker, who has reached the finals of the last two national championships.

In order to devote all their attention to the singles, Schinner and Borgelt defaulted in the doubles. Max Gold and A. Leavelle of Los Angeles defeated W. A. Micou and J. J. Byrne of Detroit, 21-14, 21-9. William Rant and his teammate, R. B. Retzer of Los Angeles were eliminated in the other doubles match by Sackman and E. J. Gordon of New York, 21-17, 21-16. The winners play for the doubles championship tomorrow afternoon.

## BOWDOWN PLANS TRIP

BRUNSWICK, Me., March 24.—Fourteen Bowdoin College baseball men, accompanied by Coach Benjamin Houser and Manager Wallace J. Putnam, will leave Monday for a two-week southern trip, the longest ever taken by a Bowdoin team. They will play eight games, beginning with the Navy at Annapolis next Wednesday.

## ALDRICH TO HELP JONES

NEW HAVEN, March 24.—According to reports made public tonight M. P. Aldrich, 31, captain of last season's Yale football team and captain of the baseball team this spring, has been appointed assistant football coach for next fall. It is at Head Coach T. A. D. Jones's request that Aldrich is returning as well as with the unanimous approval of the university.

## WHITLOCK BEATS ABOT

NEW YORK, March 24.—Fred S. Whitlock won the squash tennis championship of the Harvard Club this afternoon by a 6-4 victory in straight sets in the final round of the club tournament over George A. Abot.

Murchison Breaks  
Long Standing Mark

Runs the 60-Yard Dash in 6 1-5 Seconds at Chicago Armory

CHICAGO, March 25 (Special).—World's indoor record for the 60-yard dash, which though equaled many times, has stood since 1882 at 6-5-5, was broken here last night in the twenty-fourth annual Central Association Amateur Athletic Union championship indoor track and field meet at Broadway Armory. One association record was broken and seven records set up for the first time, the events having never been run before by the central body.

Loren Murchison of the Illinois Athletic Club is today the new record holder in the 60-yard dash. He ran it in 6-1-5-5, displacing some 14 athletes who shared the old record with L. E. Myers of New York, who first set it up.

D. V. Albers of the Chicago A. A. set the new association record in the running high jump with a leap of 6ft. 1 1/2 in., an inch better than the mark made last year by P. G. McGary of the Illinois A. C. and Milles of the Chicago A. A.

New association records established were by W. A. Dowling of the Illinois A. C., who ran the 30-yard dash in 24-4-5-5; H. G. Irons, of the Chicago A. A., winning the 600-yard run in 1m. 19s.; J. W. Ray of the Illinois A. C., who won the 1000-yard run in 2m. 18-3-5-5; the Illinois A. C. first team, which won the 1 1/2 mile relay with a time of 8m. 12-5-5-5; V. V. Vosen of the Illinois A. C., winning the one-mile walk in 7m. 27-1-5-5; T. T. Honkins of the Chicago A. A., who cleared the bar at 5ft. 1 1/2 in. in the standing high jump, and J. C. Hoskins, Chicago A. A., winning the broad jump with a distance of 10ft. 6-7-8 in.

For the first time in the history of the association, the Illinois A. C. won the team championship. By winning the relay it just beat out the Chicago Athletic Association, which has won the meet for 14 years consecutively, by a score of 64 to 59. Before the relay was run, the two clubs were tied at 56 points. It was expected that the Illinois A. C. first team would win with Murchison and Ray running, and it did, but the second team furnished a surprise by distancing both of the Chicago A. A. teams.

By winning third in the running high jump and fourth in the standing broad jump, H. N. Osborne of the University of Illinois placed his institution third with 31 points. Other point winners were the Chicago College of Dental Surgery, placing P. G. Kochanski second in the two-mile run with three points, and the Logan Square A. C. with one point for C. L. Mellor's fourth place in the same event. The summaries:

**60-Yard Dash**—Won by Loren Murchison, Illinois A. C., 6-1-5-5. (New world's record.)

**30-Yard Dash**—Won by W. A. Dowling, Illinois A. C., 24-4-5-5. (New world's record.)

**600-Yard Run**—Won by H. G. Irons, Chicago A. A., 1m. 19s. (New world's record.)

**1000-Yard Run**—Won by J. W. Ray, Illinois A. C., 2m. 18-3-5-5. (New world's record.)

**Two-Mile Run**—Won by P. G. Kochanski, Chicago A. A., 2m. 18-3-5-5. (New world's record.)

**1 1/2-Mile Relay**—Won by Illinois A. C. first team, 8m. 12-5-5-5. (New world's record.)

**One-Mile Walk**—Won by V. V. Vosen, Illinois A. C., 7m. 27-1-5-5. (New world's record.)

**Standing High Jump**—Won by T. T. Honkins, Chicago A. A., 5ft. 1 1/2 in. (New world's record.)

**Standing Broad Jump**—Won by J. C. Hoskins, Chicago A. A., 10ft. 6-7-8 in. (New world's record.)

**100-Yard Dash**—Won by J. W. Ray, Illinois A. C., 1m. 19s. (New world's record.)

**30-Yard Dash**—Won by W. A. Dowling, Illinois A. C., 24-4-5-5. (New world's record.)

**600-Yard Run**—Won by H. G. Irons, Chicago A. A., 1m. 19s. (New world's record.)

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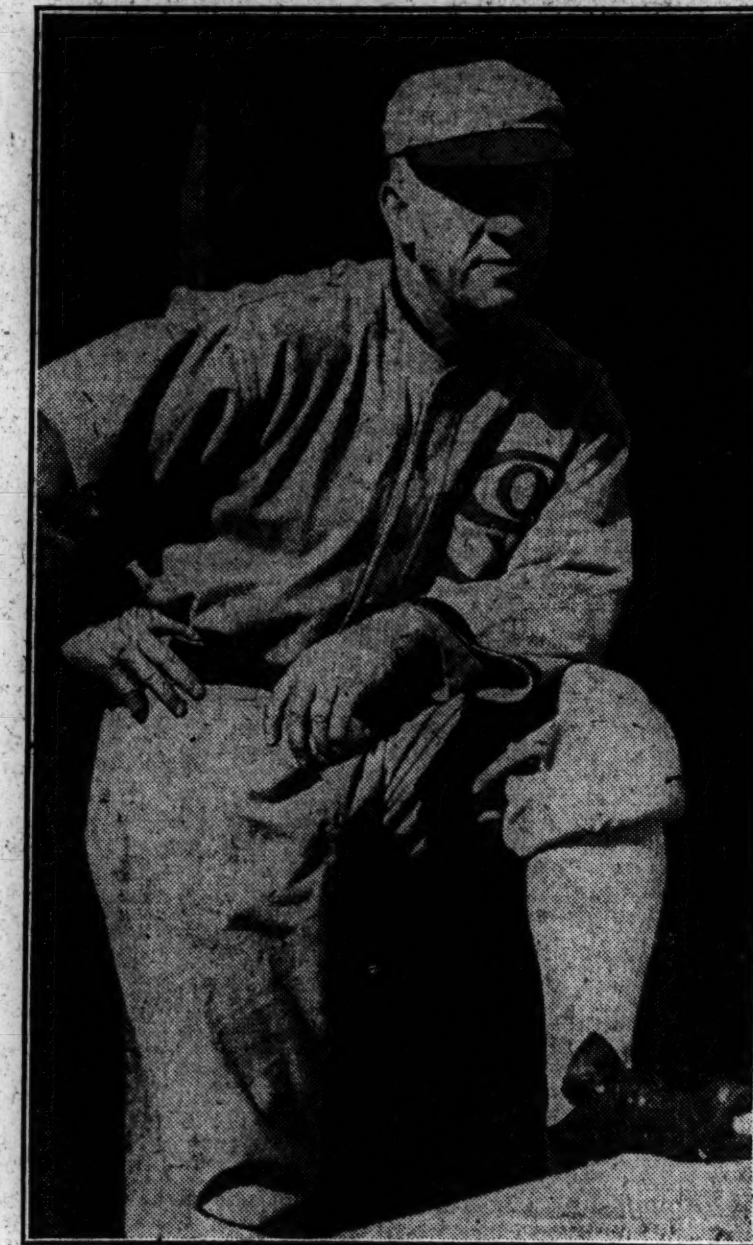
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**1000-Yard Run**—Won by J. W. Ray, Illinois A. C., 2m. 18-3-5-5. (New world's record.)

WHITE SOX HOPES  
REST ON PITCHING

Hitting and Base Speed Are Already There—Much Expected of Recruits

CHICAGO, March 21 (Special).—"Although we are not preparing any hope chest for the 1922 American League pennant, you never can tell what will happen in baseball," said



William Gleason, Manager Chicago White Sox

Harry M. Grabner, secretary of Charles A. Comiskey's Chicago White Sox, in sketching the prospects for the approaching season.

With improved pitching and the remainder of the team practically unchanged, the White Sox should finish well up in the first division, according to Grabner's expectations. Manager William Gleason's lack in the pitching department appears in a fair way to be filled.

In addition to two of the best veteran pitchers in the country, the team has several substitutes of last year who are expected to show a great deal of improvement. It has also taken into the fold a number of promising recruits. Grabner declared Manager Gleason has the prospects, merely a question of development.

Seventeen pitchers and a staff of catchers were taken south to the training camp at Marlins Springs, Tex., by Manager Gleason. They started at Hot Springs, Ark., 10 days earlier this year than ever before in order to get as much training as possible for the pitching staff before the season opens.

The White Sox are again expected to be a strong defensive team, and not one with such slugging power it will be able to disregard defense. Last year they were the leading defensive team in the American League race.

In John J. Evers, Manager Gleason will have one of the smartest men in baseball for assistant manager. Gleason will lay out the plans and Evers will be trusted with their execution. They will form a board of strategy. Their views on various features of training and tactics in play are known to differ widely. In the exchange of opinions Manager Gleason expects to bring out valuable ideas.

At the head of the pitching staff will be Urban Faber, right hander. Last season Faber won 26 games, a great record, in Grabner's view, considering he was with a club that finished in seventh place. Faber's pitching is consistent and steady and he is acknowledged as perhaps the leading pitcher in the league. He is one of the three veterans, having won the White Sox for eight years.

Richard Kerr, left handed, is expected to rank next to Faber. He has been with the Sox four years. Other tried members of the pitching staff are Arthur Thompson, M. A. C., Peter Welas, C. O. Hodge, Douglas McWeeny, James Russell, E. T. Cox, and J. D. Thompson. The left-handers are Davenport, Russell, and Thompson and H. B. Cromer. Those of whom much is

expected this year are Davenport, Hodge, McWeeny and Russell.

For a keynote triangle, catcher-second base-first base, the White Sox will have one of the best in the league. The veteran trio—R. S. Schalk, catcher, E. T. Collins, second base, and Earl Sheely, first base, are expected to perform again with the machine-like harmony of former seasons.

Schalk is the real veteran and anchor of the club. He has been the Sox backstop for 11 years. Sheely has been with the team two years. Last year he accepted more chances with fewer errors than any other player in the league at the initial base. Collins has been with the White Sox eight years and is acknowledged this year as Davenport, Hodge, McWeeny and Russell.

Five Championship  
Trophies Returned

Motorboats Will Compete for Prizes Out of Competition

NEW YORK, March 25.—Five motorboat trophies that have been out of competition since 1914 are to be turned over to the American Power Boat Association by the National Association of Engine and Boat Manufacturers, and offered in annual events under new deeds of gift. The trophies, conditions and dates of races follow:

**International championship trophy.** For single engine hydroplanes not less than 20 feet in length. Races at Buffalo, Aug. 10, 11 and 12.

**National championship trophy.** For displacement boats more than 23 feet in length, minimum beam, 5 feet, maximum displacement 110 cubic inches. Races in August in connection with the American Yacht Club regatta.

**Interstate championship trophy.** For displacement boats not less than 25 feet long with minimum beam of 5 feet, maximum piston displacement 625 cubic inches. Races at Interlaken regatta, Put-in-Bay, O., July 18.

**Motor yacht championship trophy.** For express cruisers more than 50 feet waterline length. Races in one, two or three heats at Detroit Aug. 28 to Sept. 5.

**Cabin launch championship trophy.** For express cruisers less than 50 feet waterline length. Minimum distance 50 miles. First race July 8 in connection with New York Yacht Club race to Block Island.

NORTH AND SOUTH  
GOLF UNDER WAY

Qualifying Round Won by Edith Cummings—116 Enter

PINEHURST, N. C., March 25.—The first matches of the annual women's North and South Championship will be played over the links here today, as a result of the drawings made for the first 16 from the scores handed in yesterday's qualifying round, which was led by Miss Edith Cummings, of the Onwentsia Club, Chicago.

In heading the record-breaking field of 116, Miss Cummings made a score of 83, which is three strokes better than the round of last year's medalist, Mrs. Dorothy C. Hurd. Miss Glenn Collett, of Providence, whose rise in the golfing world has been very remarkable during the last year, tied for second with Miss Louise Fordyce, Youngstown, O., at 89. The top qualifying figure was 99. The summary:

Out	In	Total
Miss E. Cummings, Onwentsia	43	83
Miss G. Collett, Metacomb	49	89
Miss L. Fordyce, Youngstown	44	89
Miss H. Shepard, Hartford	44	89
Mrs. R. H. Barlow, Philadelphia	43	89
Miss Sarah Fowles, Oakland	47	93
Mrs. A. Seely, Essex	46	96
Miss H. A. Wolfe, Sunningdale	48	96
Mrs. F. J. Doyle, Torrance	51	97
Miss D. O'Leary, Charlotte	48	97
Mrs. W. West, Huntington	48	97
Mrs. M. J. Scammell, Uniontown	48	97
Mrs. J. D. Chapman, Greenwich	49	97
Mrs. H. E. Foreman, Lake Shore	49	97
Mrs. G. W. Rogers, Brant	49	97
Mrs. C. F. Uebelacker, Arcola	49	97

Eighteen Golfers  
Named as Eligible

Massachusetts Committee Names Men Rated at Four Strokes

Eighteen Massachusetts golfers were today named as eligible to take part in the United States amateur championship tournament which will be held on the links of the Country Club, Brookline, this summer at a meeting of state handicap committee held this morning at the rooms of W. F. Garcelon, secretary of the association. The men who were given this rating of four strokes or under, which will make them eligible to compete, were named as follows:

Scratch—J. P. Guilford, present amateur champion, and Francis Oulmet, former amateur and open champion, both of the Woodland Golf Club.

Two Strokes—F. J. Wright, Albermarle Golf Club.

Three Strokes—R. W. Brown, The Country Club; R. W. Brown, Jr., R. Gorton, Brae Burn Country Club; C. Newton, The Country Club, and P. W. Whittemore, The Country Club.

Four Strokes—B. W. Estabrook, The Country Club; T. M. Claffin, The Country Club; H. Hovey, Brae Burn Country Club; W. H. Cady, Brae Burn Country Club; L. B. Paton, Homestead Golf Club; C. J. Dunlop, Woodland Golf Club; G. F. Albright, Scarborough Golf Club; A. P. Chase, Winchester Country Club, and W. S. McPhail, Scarborough Golf Club.

Owing to the fact that this year's limit is four strokes instead of five as last year, two golfers who were eligible in 1921 will not be eligible this year. They are J. H. Sullivan and Hamilton K. Kerr. Cady, Paton, Dunlop, Albright, Chase and McPhail were handicapped at five last year, but as they are moved down, they qualify under the new ruling.

The members of the handicap committee presided over the meeting of the state association; R. H. Hovey, R. R. Gorton and Daniel Horan.

## CLEVELAND WINS, 12 TO 7

CLEVELAND, March 25.—A game played between the Cleveland Indians and Dallas of the Texas League at Dallas yesterday was won by Cleveland, 12 to 7. McInnis, Cleveland's new first baseman, drove in three runs by a single, a double and a sacrifice. Cleveland made 13 hits and 5 errors. Dallas hits and 6 errors.

## HOPE LEAVES ST. LOUIS

ST. LOUIS, March 25.—W. F. Hoppe, former 182 ballline billiard champion, today left for Chicago, after finishing training here for his match against Jacob Schaefer, champion at Chicago next Monday, in which Hoppe will try to regain the title which he held for 15 years.

MEETING ON GOLF  
RULE QUESTIONS

National Association to Go Over Subject Thoroughly

NEW YORK, March 25 (Special).—The United States Golf Association will hold a meeting next Friday at the Pine Valley Golf Club, near Philadelphia, to discuss important golf questions. The matter of the stymie will be gone into thoroughly. The meeting will extend over Sunday.

There is widespread dissatisfaction still, it is said, over the question of the stymie, even with the new rules in operation. It has been intimated that the object of the meeting is to discuss the rule question especially on points of difference here and abroad. As the stymie is adhered to abroad and as there are no signs of changing the rule there, it is felt that the American association must revert to the old rule again. This would be in line with the general policy of the national body to have the same rules, so far as possible, govern play the world over.

Another question to be brought before the meeting will be the organization of another team for play in this year's British amateur championship. Two or three who played abroad last year announced that they would not compete in England this year unless the British changed their rules to conform with American practice. In the matter of playing 36-hole instead of 18-hole matches. Such expressions were deprecated by the national body. It is known that Jesse P. Guilford, the national amateur golf champion, has decided to compete in the British this year and that he will be joined by Harrison R. Johnston, the brilliant westerner, and perhaps by Francis Oulmet.

With a British team coming here this year to compete for the Walker Cup trophy the executives of the golf association will also consider at this meeting the selection of a captain for the American team.

## PHILLIES BEAT FLORIDA

PHILADELPHIA, March 25.—One squad of the Philadelphia Athletics was moving north today from Eagle Pass, Tex., to fill an engagement at the University of Texas League this afternoon while the Phillies at Leesburg, Fla., were resting after a victory yesterday over the University of Florida nine. Roy Leslie, the Phillies' new first baseman, was the hero of the 12-to-5 victory, clearing the bases with a home run. Manager Mack's second squad of Athletics, through a change in plans, will remain at Eagle Pass over the week-end. The first squad plays San Antonio this afternoon and tomorrow, and will move over to Galveston Monday and engage the local team of the Texas League. Tuesday they will start a barnstorming trip with the St. Louis Cardinals, playing at Houston, Beaumont, Orange, Tex., and Baton Rouge, La. The second squad will start tomorrow at Austin, playing at Austin Monday afternoon.

Cornell and Lehigh Qualify  
the Most Men in Wrestling

Penn State, Title Holders, Come Next With Three for the Intercollegiate Finals

BETHLEHEM, Pa., March 24 (Special).—As a result of the preliminary and semi-final matches held here today, Cornell University and Lehigh University have qualified the most men for the intercollegiate wrestling finals to be held tomorrow. Each team has four men, Penn State College, the title holders, comes next with three; Yale University has two and Columbia University, one. The point score for both the preliminaries and semi-finals follows:

Cornell, 3; Yale, 3; Lehigh, 2; Penn State, 1; Pennsylvania I; Columbia, 0. The championship will be fought out between Cornell, Yale and Penn State with Lehigh as an outside chance.

C. S. Rabinowitz, 24, Pennsylvania's 145-pounder, lost to Parks of Penn State by a fall in the semi-finals. One of the real upsets came in the 135-pound class when Ayau, Cornell, threw Captain Hart, Columbia, last year's champion. Mackay of Yale won the unlimited final with a throw.

Two Strokes—F. J. Wright, Albermarle Golf Club.

Three Strokes—R. W. Brown, The Country Club; R. W. Brown, Jr., R. Gorton, Brae Burn Country Club; C. Newton, The Country Club, and P. W. Whittemore, The Country Club.

Four Strokes—B. W. Estabrook, The Country Club; T. M. Claffin, The Country Club; H. Hovey, Brae Burn Country Club; W. H. Cady, Brae Burn Country Club; L. B. Paton, Homestead Golf Club; C. J. Dunlop, Woodland Golf Club; G. F. Albright, Scarborough Golf Club; A. P. Chase, Winchester Country Club, and W. S. McPhail, Scarborough Golf Club.

Owing to the fact that this year's limit is four strokes instead of five as last year, two golfers who were eligible in 1921 will not be eligible this year. They are J. H. Sullivan and Hamilton K. Kerr. Cady, Paton, Dunlop, Albright, Chase and McPhail were handicapped at five last year, but as they are moved down, they qualify under the new ruling.

The members of the handicap committee presided over the meeting of the state association; R. H. Hovey, R. R. Gorton and Daniel Horan.

## CLEVELAND WINS, 12 TO 7

CLEVELAND, March 25.—A game played between the Cleveland Indians and Dallas of the Texas League at Dallas yesterday was won by Cleveland, 12 to 7. McInnis, Cleveland's new first baseman, drove in three runs by a single, a double and a sacrifice. Cleveland made 13 hits and 5 errors. Dallas hits and 6 errors.

## HOPE LEAVES ST. LOUIS

ST. LOUIS, March 25.—W. F. Hoppe, former 182 ballline billiard champion, today left for Chicago, after finishing training here for his match against Jacob Schaefer, champion at Chicago next Monday, in which Hoppe will try to regain the title which he held for 15 years.

BOWLING LEADERS  
REMAIN INTACT

Racine Tires Roll the Best Total of 2841 Points in the A. B. C. Tourney

TOLEDO, O., March 24 (Special).—Leaders of the five-man teams of the American Bowling Congress tournament remain intact today following the bowling by entrants last night.

Racine Tires, Racine, Wis., rolled the best total of the evening of 2841. The team began with a 902 score, then hit 999 and falling to 940 in their last. J. Reinke, bowling 242 and 221, after a beginning of 176, led the team with a score of 839.

Sports Five of Cleveland and Northeast Feed Mill of Minneapolis, tied for second place with a total of 2815. The scores of the Cleveland team were unique inasmuch as the three were all made within a margin of five points. S. Keating of Toledo, leading his Keating Pioneers on the alley, bowled the best score of his team with 508. The quintet collected 2415 for their total.

W. Barker and J. Tish of Erie, Pa., took fourth place in the two-man division, with 1285 for the only change in the standing of the minor events.

The work of Barker of this team was a feature of the day's bowling. Beginning with a row of eight strikes he scored 257 in his first game, 210 in the second and finished with 224 for a total of 691. In his individual games, however, he slumped and made but 596 which eliminated him from high ranking in the all events.

Two other teams reached the 1200 mark, as a result of the day's competition. W. Mickus and J. Walker, Toronto, rolled 1235, due to a rally in their final game when they scored 237 and 231, respectively. E. Hefter and W. Karrys of Toronto bowled 1200 with Hefter leading by games of 674.

Among the individuals, C. Carlson, Iron River, Mich., made the best total, with games of 213, 232 and 212. He did not gain ranking because of an unfortunate string of splits which closed his final game after he had hit 213 and 232 for his first two attempts. His total was 657.

W. Zieske of Lansing, Mich., scored the second best total of 647 by some steady bowling, while J. Chaplin, Detroit, took third with 641 by finishing his last game in brilliant style for a 255 score.

The last of the good Chicago teams which now occupy six of the first 10 places in the teams' standing is scheduled tonight in Zambrino Brothers, led by E. Kréms, who was one of the two-man champions in 1920.

Wisconsin's title holders, the Egan & Kelly Lunch team of Madison, will also bowl, and several combinations from Ohio, Pa., Milwaukee, Columbus and Cincinnati.

## Kinsley, Princeton. Time advantage—5m. 15s. extra period.

**Semi-Finals**  
115-Pound Class—Schwartzbach, Lehigh, won on decision from Kiep, Pennsylvania. Time advantage—4m. 22s. Watson, Penn







# Pleasure Yachts of Every Sort Spread Their Sails With the First Breezes of Spring

YACHTING for the 1922 season, toward which amateur skippers and all seafaring sportsmen had been looking with a weather eye as days lengthened, ice floes vanished, winds moderated, and the sun each noon climbed a notch higher on the meridian, was given a breezy send-off in the United States by the launching recently of the already famed schooner Puritan at Essex, Mass. When the newly painted hull of this racing fisherman plunged down the ways and took the water with a joyful splash, it was a signal to yachtsmen and boat racing enthusiasts all over the country, who have now recorded the observation that the season, in its fitting out stages, was "on."

The Puritan being taken in charge by the riggers, yachtsmen are turning attention to getting their own craft, whether laid up or building, into gear. Here and there in the yards, covers are being taken off, hatches are being opened up, and gear is hauled out and hauled over. Men in uniform or overalls are seen upon the decks or up the masts of quietly moored yachts which until recently were deserted. Smells of newly worked wood and fresh paint or varnish fill the air while the chirp of the plane, the shriek of the saw, and the rapid-fire blows of the electric riveter are heard from the different sheds.

## Races Begin Again

International races between American and British six-meter yachts at Oyster Bay, Long Island, under the auspices of the Seawanhaka Corinthian Yacht Club will command primary interest among racing enthusiasts. This competition was started last year by a series of races at Cowes, England, between teams of American and British boats. The British won easily, most of the American boats being unable to stand the pace in English heavy weather.

An exception among the American boats was the Grebe, owned by Richard deB. Boardman of Boston, Mass. Although the American team was defeated, Mr. Boardman's boat won as many points as the English boat with the highest score. Mr. Boardman told the representative of The Christian Science Monitor that this performance gave him great hope for the success of the Americans this year. Last year on account of the length of time and expense involved, few American boats and crews were available for the races at Cowes; whereas, of course, the English could pick from their full number. The American team, therefore, was not as representative as the English. This year these conditions will be reversed. Mr. Boardman felt that if one American yacht could do so well at Cowes, a much larger proportion would be at the top in America.

## Tides Are Baffling

Then there is the advantage of home waters. Not only was English weather a serious novelty to American helmsmen, crews and boats, but the tides were a baffling mystery. Francis Herreshoff, who sailed with the representative of The Christian Science Monitor that working the tides is such an important factor in the Solent that many English skippers carry a regular pilot along in races. In Long Island waters with light, fluky winds and tides, the advantage would be in favor of the Americans.

For these races Mr. Boardman will again race his Grebe, which has just arrived from England. About a dozen new yachts are being built for this class. Two of these are well along in construction at Lawley's, both from the designs of W. Starling Burgess, one for his partner, Frank Paine, and the other, the Mosca, for C. H. W. Foster. The Herreshoff Manufacturing Company is building one for Paul Hammond, Rear-Commodore of the Seawanhaka Corinthian Yacht Club. At City Island Robert Jacob is constructing two boats, one for Adrian Ialen, Jr., from the designs of C. D. Mower; the other for John F. Birmingham from the designs of C. Sherman Hoyt of Henry Gleason, Inc. Mr. Hoyt was abroad last year and sailed in the English races on the American six-meter yacht Sheila.

Addison Hagan, who has planned as well as sailed many of the boats in which he has won numerous races, has designed two of the six-meter yachts, which are being built by Wood at City Island. One of these is for himself and the other for William H. Childs. A yacht also being built for Clinton H. Crane and Hendon Chubb. So far as reported, Charles Francis Adams 2d, who piloted the Resolute to victory in the America's Cup races of 1920, will not take part in these races. This fact is much regretted in yachting circles, as many would like to see him and Addison Hagan pitted against each other in these contests.

## Sails Set for Bar Harbor

For the racing season there are the regular fixtures: annually scheduled racing will begin early at the Corinthian and Eastern Yacht Clubs, Marblehead. The annual regatta of the Eastern Yacht Club, although the date is not yet settled, is expected to be held at Marblehead on July 4. In

## UPPER:

Left—Locking for Start in Small Boat Race Between Juvenile and Veteran Skippers Off Marblehead Center—Painting Up for Spring Right—Trial Races for American Six-Meter Yachts, Grebe Leading Montauk and Sheila in Oyster Bay

## CENTER:

Left—Launching Fishing Schooner Puritan, Aspirant for International Fisherman's Trophy Honors, at Essex Insert—Capt. "Marty" Walsh, Who Piloted the Elsie in the 1921 Fisherman Races Center—Popular Fisherman Type Schooner Yacht Gilfain, Driving Off With Wind on the Quarter Right—English Six-Meter Yacht Jean, Owned by Sir John Ward

## LOWER:

Left—Auxiliary Schooner Yacht Guinevere in Dry Dock for Cleaning and Painting Right—Miss Grace Adams of Malden, Who Named the Puritan, and Capt. "Jeff" Thomas, the Skipper

that case, the annual cruise Down East among the tree-clad islands of the Maine coast would set sail from Marblehead on July 5. Last year the Eastern Yacht Club encountered so much for that the fleet was disbanded at Rockland. When weather is propitious, the coast of Maine is considered a yachtsman's paradise. And so, nothing daunted by occasional disappointments, the Eastern Yacht Club fleet every year, with few exceptions, heads in a northeasterly direction with Bar Harbor as the destination.

The Larchmont Yacht Club and the Seawanhaka Yacht Club, and others on Long Island Sound will have their races and racing weeks. The New York Yacht Club will hold its annual cruise as usual early in August.

While yacht racing as a sport is not as exclusive and fashionable among adults as it was at the close of the last century, nor as general as before the great war, it is being brought up to a most prosperous condition by its extension among the younger, almost the youngest possible, generation. For while the large yachts are growing fewer and fewer, there are myriads of small craft being put into the hands of young boys and girls, who are becoming expert, embarrassingly so to grown-ups, in their management.

## Children Love "Brutal Beasts"

These youthful Corinthians are not only learning practical boat sailing at an age when such knowledge will become a part of their nature, but they are also being disciplined in the qualities of courage, patience, resourcefulness and humility, which are so essential for success in encounters with that combination of forces known as "the elements." Junior championships are now gaining rapidly in popularity.

This idea had its beginning at Marblehead under the auspices of the Eastern and Corinthian Yacht clubs. Small, wide, flat-bottomed, non-capable, non-sinkable, Marconi-rigged cats called "Brutal Beasts" have been racing at Marblehead for several years. These boats are designed especially for inexperienced children, and by them have been handled. In the summer of 1921 a new class was started, the "Fish" class. These boats are of approximately the same size and rig, but are lap streaked with V bottoms. By many they were deemed a disappointment, on account of a disposition to roll the rudder out of water when heeled over, and get into irons while tacking. Nevertheless, with these and the "Brutal Beasts,"

boys and girls of Marblehead are achieving skill and renown.

The above fact, it may be recalled, was demonstrated on Aug. 9 of last year, when three "Fish" boats sailed by youthful skippers defeated three others sailed by veterans. The veterans were none other than Charles Francis Adams, victorious skipper in the last America's Cup contest, Herbert M. Sears, Commodore of the Eastern Yacht Club, and C. H. W. Foster. The veterans fared as follows: Mr. Foster, third; Mr. Adams a poor fifth, and Mr. Sears disabled before the finish. The winning boat, the Sardine, was sailed by J. G. Gray Jr. and Miss Katharine Gray, son and daughter of J. G. Gray of the Eastern Yacht Club regatta committee.

## New Knockabout Class

Later in the season was held the interclub junior championship, to which clubs along the coast sent juvenile crews. The Eastern Yacht Club set aside three one-design modified dories with knockabout rigs, and after each race the crews were compelled to change boats. By a system of points, this insured absolute equality of opportunity, and aroused a great deal of interest.

It is proposed to have many more of these competitions during the coming year. Furthermore, the Eastern Yacht Club now has under consideration the offering of a special prize for the boy or girl whose boat on a certain day is found to be in the best condition. The idea in this connection is that taking care of the boat is one of the most important factors in successful yacht racing, and that the grasp of these matters at an early age is just as important as is that of the fundamentals of racing strategy.

Experience in the juvenile crews up to now has been mostly with the cat rig, which requires little handling aside from helmsmanship. It is now desired to train not merely helmsmen but good crews for the larger boats, and so a new class of knockabouts is being developed. These are also being built in response to the growing demand throughout the country for the smallest one-design class which would be comfortable for afternoon sailing and able enough to be used in unprotected waters. This de-

mand emanates largely from Marblehead, where the various small one-design classes have been used only in the harbor and just outside.

## Boats Are Non-Sinkable

This winter, therefore, under the leadership of James C. Gray an order was placed with William H. Chamberlain of Marblehead for 13 boats from plans drawn by John G. Alden, for a center-board, Marconi-rigged knockabout 13 feet over all, 15 feet 5 inches water line, 6 feet 2 inches beam, and about 18 feet draft, with the center-board up. The boats will carry 300 pounds of inside lead ballast, and the rig will consist of mainsail, jib and spinnaker.

The boats are high sided, able little craft, with the rudder hung on the outside, and are non-sinkable, with a watertight bulkhead just forward of the mast. They are well decked over. The racing in this class at Marblehead is expected to be very keen indeed.

In addition to the Marblehead class, six more of these boats have been ordered by the Cohasset Yacht Club. In other localities, yachtsmen of Nonquitt and Salters Point are building nine, and several clubs on Long Island Sound and the Great Lakes have also adopted the class, so that in all about 50 boats are under construction.

Among sailing cruisers the most pronounced tendency is the development of the small "fisherman type." These boats are a product of conditions since the war. Prices of everything pertaining to yacht construction and maintenance have risen to a point which makes larger yachts with their elaborate equipment and large crews out of the question, except for the very wealthy. Nevertheless, there is an insistent demand for something more shiplike than the small yawls and knockabouts. The amateur skipper likes to feel that he has a vessel under him; a deck to walk upon; bulwarks for security on deck and more than one room below.

## Auxiliaries Are Inexpensive

The auxiliary schooner Gilfain, owned by G. D. Maxwell of Montclair,

and designed by John G. Alden, Boston, is a good example of this new and increasingly popular type. She is 40 feet on the water-line, 50 feet over all, 13½ foot beam and 7 foot 3 inch draft. She was built by F. H. Pendleton of Wiscasset, Me., in 1920, and sails from New Bedford and Salters Point. She is built on a model similar to that of a fishing schooner of the same size. Her accommodations consist of main cabin, double stateroom, two toilet rooms aft, large galley and forecabin. She has a 16-horsepower Frisbie engine which gives her a speed of 6 knots an hour under power.

These schooners are of simple construction, and therefore inexpensive to build. They are plain in finish, therefore easy and inexpensive to keep up. Being schooner rigged, the sail area is so divided that a good-sized boat can be handled with a minimum of crew and no professionals, if so desired. There are many of these schooners in existence and more building. Some of them are as large as 80 feet overall and have two or three staterooms in addition to the main saloon, galley and forecabin. They are reasonably fast and exceptionally able and comfortable. It is expected that they will enjoy great popularity among yachtsmen who like to cruise.

Spring fitting out is well under way at the works of George Lawley & Son Corporation, Neponset. Existing yachts are being put in commission, and about 35 new craft of various types and sizes are under construction. Principal among the latter class is a 135-foot steel motor yacht with two 150-horsepower gasoline engines for a well-known New York yachtsman, who desires his name withheld for the present. There are several other power boats, one a 110-footer of wooden construction, to be driven by two Diesel engines. This form of motive power was not considered suitable for pleasure yachts until odor and other objectionable features were minimized by recent improvements.

## Electrically Driven Yacht

The three-masted auxiliary schooner yacht Guinevere, 155 feet over all, is being fitted out again this season. The Guinevere, built at Lawley's in 1921

for Edgar Palmer from designs of A. Loring Swasey, is the most expensive and elaborately equipped auxiliary afloat. She is driven by electricity, power for which is generated by Diesel engines. Furthermore, her engine room contains devices such as a gyroscope to minimize rolling and apparatus for hoisting sails by power. She is designed and built for long-distance cruising.

The lure of the sea exercises a strong hold upon the population along the north Atlantic coast of the United States. All this is in accordance with history and tradition. It was from these shores that most of the pioneers of colonial commerce were drawn. During the war of the American Revolution the men who handled the boats which transported troops of Washington's army at Long Island and in crossing the Delaware. Men from New England predominated in the navy at the time of the Revolution and in the War of 1812. Later, the clipper ships of Salem and the whalers from New Bedford and Edgartown were famed the world over. In recent times, the fishing schooners of Gloucester have upheld New England tradition.

## International Contest

Today, while the clippers are gone and the whalers are almost gone, and to a large extent the Gloucester schooners are being replaced by steam trawlers, nevertheless the urge for naval supremacy in this maritime section is being soundly stimulated by the cultivation of seafaring qualities among the younger generation and the inauguration of a program of sport among the deep-sea fishermen.

The fishing schooner Puritan is being built for a group of fishermen in Gloucester, who are bent upon winning back for America the international fisherman's trophy, first won by the American schooner Esperanto in 1920 and then captured by the Canadian Bluenose in 1921. The Yankees are bound to have the cup back, and the Puritan is an earnest of that intention.

It is still too early to make any but the most general forecast, but the Puritan has already aroused the confident expectations of her friends, admirers and others. She is intended to combine the most advanced ideas of her designer, W. Starling Burgess,

with the exigencies of the fishing business, and in deference to the criticism of the Mayflower, built to defend the cup last year and ruled out on the ground that she was not a fisherman within the meaning of the deed of gift, but a "yacht."

On this point, however, there is still difference of opinion in Boston, where the Mayflower is owned. She has now been fishing nearly a year and is expected to turn up for the elimination trials in the autumn. In the meantime, the Canadians are laying down a new defender, the descriptions of which do not inspire walkover hopes in American circles.

A well-known yacht designer of Boston, commenting upon the fisherman's race situation, remarked that the Americans were at a disadvantage in that the Canadians had more use for the larger vessel, whereas the Americans must build a boat larger than that which would be most profitable as a fisherman in American waters.

The Canadians use these larger sizes in making trips with salt fish to the West Indies and other far-away points.

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# BUSINESS, FINANCE, AND INVESTMENTS

## CONSOLIDATION OF RAILWAYS IN ENGLAND ORDERED

New Law Requires All Roads Be Merged in Four Groups—Operating Method

English railways are to be consolidated into four groups as a result of the passage of the Railways Act of 1921. Each group and its components is specified and no option in the matter is given. The roads will be allowed until Jan. 1, 1923, to arrange for the mergers along lines outlined by the act.

In case individual companies cannot come to an agreement, an amalgamation tribunal will draw up a plan before July 1, 1923, which is binding. The tribunal must also approve plans advanced by the companies and all reorganizations are to be retrospective as of Jan. 1, 1922.

A rate advisory tribunal has been formed to fix all tariffs to yield an annual net revenue equivalent to the aggregate net revenues of the companies in each group in 1913. Two-thirds of economies resulting from amalgamation will be devoted to decreases in rates and one-third will accrue to companies. Rates will be revised from time to time to maintain the standard revenue with the proviso that if, when an excess of revenue is earned above the standard amount, 20 per cent of such excess upon each revision downwards is to be allowed to the amalgamated company as addition to standard revenue.

This replaces old schedules of maximum charges made by Parliament. These were revised from time to time, but steps necessary to bring about changes have been complex and prolonged new schedules were generally found to be out of date by the time they were enacted.

### Rates Increased

It was not until January, 1920, that the first increase in freight rates was made. At that time 180 per cent more than before the war was being paid for coal, and subsequently coal prices increased more than 200 per cent, but the price is now declining.

A central wages board, a national wages board and also councils consisting of officers of the railroads and representatives of the men are provided for settlement of wages and conditions. A similar system was used by the government during the period of war control.

The close of the war found the government distracted by rival railway policies and the temporary status was continued for two years, when private control with government compensation for losses during the war and legislation to give business a better prospect was decided upon. Government operation was finally discontinued Aug. 15, 1921.

The 120 separate companies are to be amalgamated into four groups, the Southern, the Northern, the Western and East Scottish, and the North-eastern and East Scottish. The plan for the western group has already been drawn up. Stock of the Great Western Railway Company, which comprises the backbone of the system, is to be given in exchange for outstanding shares of the other companies at ratios based upon present value of property and earning power as of 1913. The reorganization is to take effect as of Jan. 1, 1922. Dividends and all interest are to be paid by old companies up to Dec. 31, 1921, after which all assets and liabilities become the property of the Great Western Company.

The board of directors will consist of the 19 directors of the old Great Western Company and one director from each subsidiary, making the total number 20. The system, besides operating the present Barry, Cambrian, Cardiff, Rymney, Taff Vale and Alexandra railways, will own docks in Newport and South Wales.

Plans for the other three systems are now being formulated and several minor groups have been arranged, but no final agreements for the entire groups have been arranged. The Great Western is the only road which is likely to retain its identity and predominate in any one group.

### Object Is Economy

Competition by parallel lines will be eliminated by the amalgamation along with the expenses of maintaining separate stations, yards and offices in the cities. Judging from addresses of railway executives delivered before annual meetings of stockholders they are generally favorable to the plan, although the act does not meet the desires of all.

The Financial News (London) comments as follows:

"Viscount Churchill, the chairman of the Great Northern, agrees with other competent critics in dissociating himself from the 'great expectations' of the government, but, he none the less, anticipates 'considerable savings' as a result of welding 33 distinct undertakings into a single operating and administrative unit. Among these economies are savings at junctions due to traffic rearrangements, the reduction of shunting work, standardization of rolling stock and permanent way, and the elimination of a considerable amount of clerical work, which, although essential under present conditions in order to determine the allocation of through receipts, is non-productive. All these economies, so far from impairing transport efficiency, will improve it by releasing a considerable amount of man power and energy for more productive purposes."

### SWITZERLAND NEEDS WHEAT

The Swiss Government holds 100,000 tons of grain stocks, a three-month supply, according to a cablegram from A. P. Dennis, special representative of the United States Department of Commerce, from Bern. The wheat import needs for 1922 are estimated at 200,000 tons, of which 100,000 tons are to be purchased before the next harvest. The state monopoly on grain will continue into 1923.

## STOVER CONCERN IS MORE ACTIVE

CHICAGO, March 25.—The Stover Manufacturing & Engine Co. sales this month are 28 per cent more than a month ago, although 13 per cent below a year ago. Agricultural implements gained 50 per cent over a month ago, and hardware 40 per cent while engine lines decreased 10 per cent. The plant is operating at 80 per cent, compared with 40 per cent last year, due in part to orders from South Africa and France for engines and windmills. Wages are down 40 per cent.

### World Textile Briefs

The following reports on the textile situation in various parts of the world have been received during the week by the textile division of the United States Department of Commerce:

American purchases of textile products in Germany are light, owing to great price increases and inability to guarantee firm prices for delivery some months hence. Resident buyers for American firms, say Commercial Attaché Herring, at Berlin, are of the unanimous opinion that it is unwise to place large purchases because of the prevailing high prices.

Current opinion has prevailed recently among knit goods manufacturers that large quantities of underwear have been purchased by the United States. Commercial Attaché Herring has been able to find no verification of the reported purchases.

During the 1920-21 season 256,142 bales of merino wool were sold in Sydney and 32,738 bales of crossbred, being 40 and 10 per cent, respectively. In Melbourne the proportion was 46 per cent merino and 54 per cent crossbred. At Geelong the proportion was 62 per cent merino and 38 per cent crossbred. In Brisbane 38 per cent of the wool was merino, and the same proportion was recorded in Adelaide. In Western Australia 96 per cent of the wool was merino. In Tasmania the proportion was 43 per cent merino and 57 per cent crossbred, while in New Zealand only 4 per cent of the wool sold was merino, the remaining 96 per cent being crossbred.

Polish imports of raw cotton in 1920 originally from the United States amounted to 57,631 bales of 600 pounds, while in the first six months of 1921 the imports of American cotton totaled 42,832 bales. These quantities include, not only direct shipments from the United States, but transshipments via Liverpool, Bremen and other ports, and extending to a dispatch from Trade Commissioner Smith at Warsaw.

The Shanghai International Testing House formally announced that it is now prepared to receive and issue certificates for a limited amount of raw silk for tests, says a cable from Trade Commissioner Hight. The establishment of this testing house in Shanghai is an outcome of the splendid work which the International Silk Commission has been fostering in China during recent years.

Consul-General Sammons at Melbourne reports that at a recent meeting of the premiers of the various states of Australia, development of the cotton industry in that country was discussed, with much seriousness and with added expectations as to the future. It is hoped, by cooperating with the British Cotton Growing Corporation, ways and means may be provided for insuring satisfactory prices for cotton which as may be produced. Further, the cotton growing in the areas for cotton growing and to utilize the same in connection with inducing new settlers to come to Australia.

Trade Commissioner Van Norman at Bucharest reports that Russian retail merchants have practically disposed of their entire stocks of manufactured goods and will have to obtain new supplies for the coming season. The prices for these goods are high, some wholesale dealers are lowering prices in an attempt to get retailers to replenish their stocks. The chief influences with the directors in deciding upon the lower rate.

A factory turning out 1000 meters of woolen goods a day has been established at a suburb of Zagreb. The factory, equipped with Belgian machinery, carries on all processes from the raw wool to the finished cloth. It is intended soon to begin the importation of sheep, to be sold on easy terms to farmers.

A novel plan to strengthen the financially depressed woolen industry of Bradford, Eng., is reported by Consul Young. A limited liability company under the suggested name of the Wool Textile Finance Company, Ltd., with a capital of \$50,000 in 1000 shares of \$50, the whole of which will be called up, will be formed. Each shareholder will be required to contribute an additional \$1000 in respect of each share held by him, so the company will control \$1,050,000. Shareholders will be required to secure credit greater than \$1,000,000. The amounts will be paid only when required to fulfill obligations contracted by the company. All sections of the woolen and worsted trade will be invited to subscribe, and financial assistance will be given by guarantees to banks or as the directors may determine, but no company will be permitted to secure credit greater than \$1,000,000. Firms receiving assistance will not be compelled to trade with other members of the company. A free hand is given to the directors in the management of the company in this respect. It is planned that great stress will be laid on reputation and integrity, so that a loan made to a member will so stabilize his credit rating that banks will also loan. In this way help will be given in greater amounts than could otherwise be derived. Before the guarantee is given a financial statement of the company will be presented for examination. It is understood that this proposal is meeting with disapproval, for it is claimed competitors will gain an unfair advantage by others in the same trade. This may be a stumblingblock to proceedings. One other objection is heard, based on the ground that the proposed company will be intruding in the banking field and exercising functions banks are better fitted to do. This view is refuted by saying that the banks have not met the situation of financial stringency of these firms as they might have, and that some agency must enter the field and supply the need, as well as imply that these Bradford firms have sufficient security to warrant them receiving loans. Banking interests are inclined to favor the scheme.

## MARKET DISCOUNTS CUT IN NORTHERN PACIFIC DIVIDEND

Stock Breaks Only 2 1/2 Points, Compared With 10 1/2-Point Drop in Northwestern

PHILADELPHIA, March 25.—Although railroad stocks were depressed on Thursday, due to the action of directors of the Northern Pacific Railroad in reducing its dividend from the long established 7 per cent rate to 5 per cent, they were above prices of June 9, 1920, following the cut in the dividend of Chicago & Northwestern common from 7 per cent to 5 per cent, and on the preferred from 8 per cent to 5 per cent. Both stocks had long been paying 7 per cent.

In the case of Northwestern this rate had been paid continuously since 1901, while Northern Pacific had paid this rate since 1905.

**Northwestern Cut**  
Directors of Northwestern announced a cut in the rate before the close of the market, and the common stock broke from 81 to 79 1/2, or 10 1/2 points. Northern Pacific did not announce its action until after the close of the market on Wednesday and on Thursday, the stock dropped from 77 1/2 to 74 1/2, closing at 75, or 2 1/2 points.

In the following table is shown the last sale prices of a number of 7 per cent railroad stocks, their yield at last sale and their yield on June 9, 1920, the day following the cut in Northwestern dividends.

Stock	Yield at last sale	Yield June 9, 1920
Atlantic Coast Line.....	7.8%	8.1%
C. I. & N. W. pfd.....	6.3	7.0
C. I. & N. W. com.....	7.5	8.5
Illinois Central.....	9.7	10.0
Lehigh Valley.....	6.9	8.5
Louisville & Nashville.....	6.8	8.2
Norfolk & Western.....	6.9	7.1

\*Par value \$50.

### The Hill Roads

Since June, 1920 when Northwestern cut its dividend, there have been reports that the two Hill roads would follow suit. With the aid of increased dividends from the Burlington, however, the 7 per cent rate was maintained until the action of Northern Pacific this week.

On March 15 last, Louis W. Hill, chairman of Great Northern, announced that the board had decided to change dividend disbursements from a quarterly to a semi-annual basis, and he hoped when the August dividend is considered about June 20, conditions will be such as to justify declaration of a 3 1/2 per cent dividend, being at the old 7 per cent rate.

## NORTHERN PACIFIC AND "NEAR" FUTURE

It is understood that the Northern Pacific dividend was considered from many points of view and that only after giving much time to the question the directors decided that the interests of the stockholders would be best conserved by making the reduction to 1 1/2 per cent for the current three months.

The statement may be made on good authority that it should not be assumed that the company is not in a strong cash position. From an excellent source comes the statement that the question of a broad policy with respect to dividend payments was the chief influence with the directors in deciding upon the lower rate.

At first it was proposed that it be set forth in the official statement issued after the meeting that the board hoped that conditions would justify a return to the 7 per cent annual rate "in the near future." After due consideration it was decided that it would be more conservative to omit the word "near."

This latter fact may be taken as a very good indication of the attitude and policy of the Northern Pacific directors relative to dividends. They would like to see their shareholders get the 7 per cent a year that they have received without interruption for about 17 years.

On the other hand, there are the questions of unfavorable earnings for some time back, the prospect of only moderate improvement in the near future and the agitation for lower wages on the part of the railroads.

## TRADE REVIVAL PROGRESS STEADY

Actual improvement in general business is still slow to materialize, but encouraging phases are appearing. Increased prominence, says R. C. Dun's weekly review, which continues: Some progress toward revival of activity is recorded each week, and strengthening of sentiment, upon which commercial recovery so largely depends, has continued. Recent gains in certain basic industries, notably in iron and steel, are being extended, and the expansion of building operations in most parts of the country is a highly favorable augury.

Belief in a gradual betterment of conditions finds more frequent expression, even in lines where results have been least satisfactory, and existing and threatened labor troubles, although causing uncertainty, do not check the growth of confidence. A more optimistic note has marked reports from the west since the appreciable rise in prices of agricultural products, which has enhanced the public purchasing power in that section, and the depleted state of most merchandise stocks leads to more numerous replenishment orders as consumption demands broaden.

### NORTHERN OHIO ELECTRIC

The Northern Ohio Electric Corporation reports for 12 months ended Feb. 28 last, with these comparisons:

Gross earnings.....	\$3,650,776	\$10,833,647
Net income after taxes.....	\$35,432	\$34,545

## AUTOMOTIVE OUT-LOOK IN CHINA

Less Than 600 American Cars Exported There in 1921

Less than 600 American cars were exported to China in 1921, but the outlook for 1922 is most favorable, according to Trade Commissioner Meekins, of the Department of Commerce, who has just returned from Shanghai. Heavy stocks have been sold off and the good roads movement seems to be making progress.

The Shanghai automobile show drew 25,000 visitors and resulted in \$120,000 worth of business. Early in the year about 700 cars and 50 or more trucks, ordered in the high silver period of 1919-20, were lying on the docks at Shanghai, as were many more at other oriental ports. By midsummer this equipment had been fairly well cleared and new orders were going to the United States.

So marked was the improvement by autumn that one American firm in Shanghai reported more sales of passenger cars in October, especially higher-priced models, than in any one month for two years. This was attributed, however, to the desire to spend then prevalent among operators in native produce and stock exchange, the principal call now is for medium and low priced cars.

Recent estimates place the mileage of city streets and roads of China at 500 and the passable dirt roads in the rural districts at 1200; the number of cars, buses and trucks in use probably does not greatly exceed 3000.

Motor cars have been sold in China for 20 years, and the very small number now in operation shows how limited the market has been. The reason is, of course, the lack of modern highways. Eventually the motor car will bring good roads to China just as it brought them to the United States.

Before the war, European manufacturers—British, German, Belgian and French—were selling to China annually about twice as many cars as American manufacturers. During the war the United States obtained more than 90 per cent of this business, and it is believed that three-fourths of the motor vehicles in China today came from the United States. Now our European competitors have returned to the field; but American cars have made an excellent record, many standard makes are handled by active agents who maintain service stations, and we are in a favorable position to retain most of our share of the trade.

Various Chinese promoters of motor transportation services lack practical experience in operation and maintenance of vehicles and handling of general problems. Expert should be assigned by American manufacturers to work with and advise them.

The importance of Chinese chambers of commerce in motor equipment sales campaigns should be noted. It is stated that the number of these exceeds 800, with a total enrollment of nearly 250,000 firms.

The eventual market for motor cars in China is difficult to estimate. With an adequate mileage of good roads, possibly 500,000 Chinese officials, bankers and merchants could be considered as prospects. Generally speaking, other native classes cannot afford to purchase cars. Among the foreigners in China, the Europeans usually prefer the motor car, but the Chinese, Russian and Japanese colonies; as a rough estimate, they might be said to include possibly 10,000 future purchasers.

The Burns Bros. Coal Company is showing effects of its merger with the Farrell Coal by increasing gross and net in February. The second month of the merger, the company had \$279,000 net available for dividends, compared with \$309,000 in January. Net this month is expected to approach \$450,000.

## MERGER BENEFITS BURNS BROS. COAL

While February was a short month, earnings exceeded January because economies in deliveries arising from the merger were just being developed during January.

February earnings were at the annual rate of \$4,500,000. This would take care of \$225,000 for \$1,200,000 7 per cent preferred dividend and sinking fund, 7 per cent on \$3,000,000 7 per cent preferred, and \$3 dividend on 80,000 shares of A common.

After these payments, annual net indicated by February profits would leave \$4,225,000, equal to \$21.34 on 160,000 shares of common, half A and half B. The A is entitled to \$3 annual dividends first, and then shares equally in all distributions on B common. Therefore, February earnings were at the annual rate of \$29.34 on the A common and \$21.34 a share on B common.

The treasury position is strong, with \$12,750,000 current assets and between \$750,000 and \$1,000,000 current liabilities. There are no bank loans. Current assets consist of \$3,000,000 cash, \$7,500,000 in receivables, and \$2,250,000 in coal inventories.

## CAR BUYING IS ON LARGER SCALE

Orders for 4000 cars each, just placed by the St. Paul and Norfolk & Western roads, brings the total car orders so far this year to more than 33,300, compared with 23,346 ordered last year. The outlook for car buying this spring is better than in many years. The only definite inquiry of any size now in the market is North Western's for 2750 cars, but trade gossip indicates that the railroads are actually in the market for about 30,000 cars.

### AUTOMOBILES IN ALASKA

During 1921 the United States shipped to Alaska 70 passenger cars, valued at \$75,242, and 15 motor trucks valued at \$10,379, according to information received by the automotive division of the Department of Commerce. The registration of motor vehicles in Alaska shows a total of 384 passenger cars and 153 motor trucks.

## ELIMINATION OF WASTE BY CHEMICAL CO.

American Agricultural Co. Saves \$2,000,000 a Year by Stopping Leaks in Efficiency

A saving in operating expenses estimated at \$2,000,000 has been effected by the management of the American Agricultural Chemical Company, by a thorough paring down of wasteful methods and plugging leaks in the efficiency system.

This concern has met the acid test of the doldrums in business with signal success, and is now prepared for the new era of competition in getting business.

Under the personal direction of Chairman Robert S. Bradley, the company reorganized sales, forces, consolidated sales offices, and adjusted wages.

**Efficiency Improved**  
Mr. Bradley's assumption of executive control coincided with the darkest days of the readjustment period. He put into effect a thoroughgoing reorganization of the sales, purchasing, accounting and legal departments. Many economies were instituted, duplications of personnel eliminated and positions of responsibility placed in stronger hands.

The result has been an estimated saving in overhead and general operating expense at the rate of close to \$2,000,000 a year, this without any sacrifice of efficiency, but on the contrary with its actual enhancement.

In pursuance of this general policy the company was also able to negotiate an adjustment of certain contracts at a saving of a very substantial sum. This year Northern with estimated reduction in taxes consequent upon the marking down of inventories to market values on Dec. 31, 1920, represents a net benefit to the company of approximately \$1,500,000.

### Finances Better

Important as are the economies listed above, they are more or less obscured by the very decided improvement in the company's financial position. Notes payable total at the present time \$7,131,500, consisting of \$2,750,000 due to banks and \$4,381,500 owed to others. This compares with \$15,522,000 on June 30, 1921, and with \$36,112,500 on Feb. 23, 1921, the latter figure being the peak of borrowings.

The reduction from the peak, therefore, is \$29,000,000, and further that this the company redeemed at 105 within the period \$5,035,900 debenture bonds. These favorable changes were largely made possible, of course, by the \$30,000,000 new 20-year bond issue a little over a year ago, which incidentally was a well-timed piece of financing.

On Dec. 31 last the American Agricultural balance sheet showed current assets of \$53,925,425, against current liabilities of \$10,050,250, indicating net working capital of \$43,875,175. Cash stood at around \$3,400,000 and inventories \$23,000,000, taken at cost or market whichever was lower.

Tonnage shipped by the American Agricultural Chemical Company to the domestic trade on the first half of the current fiscal year July 1 to Dec. 31, 1921, was about 35 per cent of that for the corresponding period of 1920.

## INCOME YIELDS ON SOME STOCKS HIGH

An interesting feature of the recent strength in the New York market is the fact that even at present prices an even dozen prominent stocks on the big board are selling to net the purchaser more than 10 per cent on his money. This high income yield in some cases, however, has naturally caused some doubt as to how long some of these companies can continue dividends at current rates.

There are several instances where stocks are yielding 9 per cent or better on the present market. American Steel Foundries yields about 9 per cent, J. I. Case preferred 9.33 per cent, and National Paper 9.70 per cent.

Manhattan Elevated shows probably the highest yield of any stock on the New York Exchange, at 17.95 per cent. The following lists 12 stocks that are yielding better than 10 per cent on the present purchase prices:

Stock	Div. %	Yield
Brit Empire Steel 1st pfd.....	7	11.31
Brit Empire 2d pfd.....	7	10.12
Great Northern Ore.....	4	11.11
Int Motors 2d pfd.....	7	10.29
Manhattan Elev.....	7	17.95
Market St Ry pfd.....	12	19.17
Manhattan Ry.....	12	18.18
Pan Amer Pete.....	6	11.32
Pan Amer 2d pfd.....	6	11.32
Royal Dutch.....	5.50	10.19
Unio Bag & Paper.....	6	10.71
White Motors.....	4	10.00

## FEWER BUSINESS FAILURES REPORTED

The Credit Guide analysis of commercial failures and general business conditions for the week shows that commercial defaults are on a general decline, and business throughout the country continues to show a betterment in all industries.

There were 44 fewer commercial bankruptcies reported for the last six days, as compared with the previous week. The total defaults were 435, as compared with 524 last week and 520 the week previous. In the corresponding period of 1921 there were 314 failures.

### SUGAR DEMAND IN SWITZERLAND

Sugar control by the government in Switzerland will be discontinued this coming summer or early in the autumn, A. P. Dennis, special representative of the United States Department of Commerce, cables from Bern. Government stocks on hand are sufficient for three months' consumption. The import needs are estimated at 2000 tons of sugar. Government limited sugar between now and September 1.

## MARKET OPINIONS

Hayden, Stone & Co.—There may be said to be two great opposing forces at work in the situation today. The constructive force is the ease in money and credit, the ability to borrow large sums for various purposes, at interest rates which are steadily tending downward as capital accumulates. This not only makes it possible to refund easily maturing obligations—some of which, under the conditions prevailing 18 months ago, might have proved very embarrassing—but encourages the expansion of existing industries and the starting of new ones. If unhampered, this situation almost of itself would quickly bring about the revival of business. Opposed to this, however, is the very restrictive force of high taxes. There is a vast reservoir of available credit waiting to be tapped, but the penalty upon success which our high tax rates impose makes those who would naturally avail themselves of it very chary of drawing on it. It is, therefore, essential that government expenditures of all kinds be reduced to a minimum, so that taxes may be lowered as rapidly as possible, and this great handicap to business incentive be removed. A bonus bill would, of course, utterly defeat such an object; it is no wonder, therefore, that the possibility of its passage is regarded with apprehension.

Schirmer, Atherton & Co.—Activity on the New York Stock Exchange has shown some tendency this week to taper off slightly, and as was to be expected, values have eased off a little, but there has as yet been nothing which could be called a genuine reaction, and it may well be, that until the market as a whole becomes more excited, and erratic, no serious setback will develop.

In our judgment, the stock market is now faithfully, as in the past, discounting a great uplift in the industrial conditions of the country. Next fall and winter we shall hear much of the quickening pulse of trade, and in 1923, the merchant who is now so depressed will then wonder at his pessimistic frame of mind in the early months of 1922.

Paine, Webber & Co.—The steady advance in railroad securities must inspire confidence while adding hundreds of millions to collateral values. The winter wheat crop, long in danger of drought, now promises well, thus adding new wealth to a vast territory. The majority of factors favor the constructive side of the stock market, and all reactions should be taken advantage of to buy, avoiding purchases on sharp bounces.

W. J. Wollman & Co., New York—In most essential respects the stock market in the last two weeks has complicated its performances and tendencies that have been the features for several months past. The displays of strength may be traced chiefly to professional operations aided by a healthy money situation and a strong technical position. In addition to this, the investment market has been strong and active. The manner in which it has taken care of old issues and absorbed new offerings continues to surprise those who do not give the fullest weight to the extent to which funds have been released by the slackening of general business. The public is not actively in the market. There are no large outside speculative holdings of securities.

Developments bearing on the financial situation are increasingly favorable to the constructive side of the market. Production costs are getting down, and while the tendency toward wage reductions is being resisted in certain industries, with a coal strike threatened for the first of the coming month, we believe the trend is irresistibly in the direction of downward revision of costs and a restoration of normal conditions. Although the market will be subject to frequent reactions incident to the unsettlement of a constructive era, we favor the purchase of stocks on a long basis. We look with particular favor on the rails, copper and oils, and possibly the steels on appreciable recessions.

J. S. Bache & Co., New York—While security prices have shown slight declines during the last week, and volume of trading indicates some contraction, compared with the previous week of million-share days, the broadening tendency has continued, and is testimony to the growing opinion that the public is becoming genuinely interested. Considering the steady upward trend of stocks and bonds since last fall and the substantial advances in many issues during the last few weeks, such a reactionary tendency was entirely natural.

An encouraging sign is the strengthening of prices for steel materials. The United States Steel Corporation announced last Thursday that it was operating at over 71 per cent capacity, and the annual report of this corporation, as well as that of the Bethlehem Steel Corporation, discloses a remarkably liquid financial condition. Car loadings have taken another jump, totaling \$39,128 cars for the week ending March 11, and is the largest loading for any one week since November 5, last. The bond market continues to reflect the investment of funds desiring the still existent attractive income yields.

We regard the general situation as one expressing confidence, and holding out promise of constantly improving conditions in most lines of trade.

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## DEFLATION IN JAPAN TIGHTENS CREDIT MARKET

Trade Commissioner Cables Japanes Have Difficulty Getting Loans Due to Depression

WASHINGTON, March 25.—The economic situation in Japan, though not wanting in favorable elements, remains unsatisfactory, according to cabled information received by the Department of Commerce from Trade Commissioner Butts.

In spite of the fact that a general deflation from the high point reached at the end of last year is still taking place, and that bank rates are lower and money easier than a month ago, it is becoming increasingly difficult to negotiate credits. This is due to the depressed conditions of business. Savings deposits in banks are decreasing. Local capital, in so far as it is active, is directed largely to hydroelectric undertakings and to trading companies.

### Government Loan

The sharp decline in new capitalization, the decrease in new company organizations, and the increase in the number of companies in process of liquidation, seems to indicate that readjustment is being effected to some extent. On Jan. 25, the government floated a loan of 8,000,000 yen for railway construction and improvements. Sale was made at 93, with interest at 5 per cent and a yield of 6 1/2 per cent. It is reported that 15,000,000 yen made available by the proposed army reduction will be used in purchases of railway equipment.

As a result of the continued excess of imports, Japan's gold reserve has been decreasing rapidly. The combined gold holdings of the Government and the Bank of Japan, at home and abroad, on Jan. 31 of this year totaled 2,038,000,000 yen, a decline of 42,000,000 yen during the month. The entire decline was in holdings abroad of which government holdings declined 34,000,000 yen, compared with Dec. 31, 1921, and Bank of Japan



## BUSINESS, FINANCE, AND INVESTMENTS

BETHLEHEM STEEL  
FINANCES ARE IN  
STRONG POSITION

Cash and Securities on Hand at  
End of 1921 Largest in  
Firm's History

Strength of the Bethlehem Steel Corporation stock on the New York Stock Exchange is attributed to the comparatively good earnings statement issued by the concern. Not only did Bethlehem report the largest earnings of any large steel company in 1921, but its holdings of cash and securities at the close of the year were greater than in any previous time.

Cash and marketable securities were \$54,881,227 in the year just ended, while the largest cash and security holdings in any previous year were \$46,670,562 at the close of 1918. Earnings in 1921 were equal to \$11.50 a share on \$59,862,000 common stock outstanding.

In some circles it is said that Bethlehem's 1921 showing was due largely to the fact that it was building ore vessels for itself and entered into profits on these. Had this been so, the gain in current assets, particularly in cash and securities, reported could never have been achieved.

The vessels Bethlehem is building for one of its subsidiaries involve only about \$20,000,000. Of the five vessels, it completed work on only one during the year, and the work was altogether suspended for a time. Profits from this business could hardly have exceeded \$1,000,000. And Bethlehem in 1921 earned \$21,850,553 from operations.

## Orders Carried Over

Bethlehem's earnings were really due, as the report states, to the large carryover of business from 1920. At the close of that year it had \$45,286,637 business on hand, and much of this consisted of orders for the war and immediately after contracts taken for big guns and similar material. On these it must have realized substantial profit.

The company at present is not earning as much as last year. The carryover from 1921 was only \$50,164,618, and probably consists almost entirely of more recent contracts, taken at low prices. Although the report says conditions in shipbuilding were unfavorable during 1921, Bethlehem seems to be keeping its shipyards fairly busy with repair work, contracts on hand being sufficient to assure fair activity until the middle of next year. Bethlehem's shipyards represent less than 10 per cent of its \$235,285,995 property investment, and during several years it has been devoting more and more attention to ship repair facilities, which mean a fairly stable business even when new construction is dull.

## Not a War Stock

Following is a comparison of principal items in Bethlehem income account and balance sheet:

	1921	1920
Income	\$174,477,436	\$136,351,553
Net for stock	20,527,508	14,453,325
Net for common	6,889,244	11,015,275
P. C. on common	11.50	18.40
Property account	235,285,995	211,662,301
Working capital	37,725,423	71,473,217
Cash and secur.	54,881,227	20,978,767
Reserves	39,240,537	33,208,678
Receivables	18,096,624	35,366,063
Payables	20,597,508	49,854,581
Funded debt	146,152,872	144,330,321
Surp. in acc. sur.	82,418,929	50,826,786

(Since reduced to approximately \$137,000,000.)

Bethlehem for years has been gradually reducing the percentage of its investment in ordnance plant and equipment. At the end of 1920 it was approximately 5 per cent of total investment. At the end of 1921 it was less than 3 per cent. Bethlehem is no longer a war stock. If all its war plant and equipment were written off, it would reduce surplus only to about \$75,000,000.

The past six years Bethlehem has written off \$26,233,174 for depreciation, depletion, obsolescence and amortization. The policy of management in regard to depreciation, etc., has always been conservative.

GASOLINE RAILWAY  
COACH DEVELOPMENT

DETROIT, March 13.—Several Detroit truck and automobile manufacturers are looking toward the development of a gasoline railway coach. Michigan Central is cooperating with one group of manufacturers in an attempt to solve the engineering problems, leaving the economics of the plan to be sounded later, while some of the manufacturers take the view that the trend of short haul passenger business is increasingly toward the highway motor bus regardless of anything the railroads can do, or regardless of frequency or improvement in railroad service.

A few manufacturers are going ahead in the belief that there exists an exclusive field for a gasoline railway coach in sections where highways are developed and railroad traffic density is light. The south is one of the particular areas they have in mind.

The Service Motor Truck Company has built a 44-foot car having a capacity of 44 passengers and two tons of baggage. It can be operated for between 20 and 30 cents a mile, including maintenance, wages, gasoline, oil and depreciation. The company outlines the gas railway car situation as follows: "There will not permanently be any market of the type which is at present variously called rail car or rail bus. We do feel there is some market for a gasoline railway coach designed specifically for rail operation and having no relation to the motor truck except as to the power plant, and even this motor must be considerably refined if used in motor coaches. We should say that the railway gas car problem is decidedly one of engineering as well as one of economics."

UPPER LEATHER  
EXPORTS GROWING

Figures for January Show Increase Over 1921

WASHINGTON, D. C., March 11.—Preliminary figures of leather exports prepared by the hide and leather division of the United States Department of Commerce reveal a gratifying increase in the exports of upper leather over those of January, 1921. Upper leather, other than patent exported in January, 1922, was 5,298,080, exclusive of 324,218 pounds of splits, compared with 5,597,564 feet and 22,595 pounds in January, 1921. Patent leather exports were 3,020,569 square feet in January, 1922, against 316,811 in January, 1921. The bulk of the upper leather went to the United Kingdom, which took 1,086,273 pounds of goat and kid.

Other countries which took considerable quantities were: Canada, France, Central America, Colombia, Spain, Norway, Argentina, Denmark and Australia. Great declines were noticeable, however, in the exports of 1922, as compared with January, 1921, to the following countries: Greece, Sweden, Switzerland, Turkey in Europe, Central America, Brazil, Australia and New Zealand. Notable increase in exports are indicated in January, 1922, as compared with January, 1921, to the following countries: France, Italy, Norway, United Kingdom, Cuba, Argentina and Japan.

Comparing exports of goat and kid upper leather for the seven months ending January, 1922, with seven months ending January, 1921, the returns show a definite increase for the following countries: Greece, Italy, Netherlands, Spain, Switzerland, United Kingdom, Canada, Argentina, Colombia, Japan, and Australia, while exports to the following countries for this period show a decline, as compared with the same period ending January, 1921: Denmark, France, Germany, Norway, Sweden, Turkey in Europe, Central America, Cuba, Brazil and New Zealand.

The principal countries in which United States sole leather was marketed during the month of January, 1922, considered in order of their importance, were: United Kingdom, 679,075 pounds; Japan, 58,196 pounds; Canada, 52,764 pounds; Newfoundland and Labrador, 42,051 pounds; China, 26,206 pounds; Denmark, 25,717 pounds. Exports for January, 1922, show a large increase over those of January, 1921, to the following countries: United Kingdom, Canada (small increase), Newfoundland and Labrador, Philippine Islands. Exports to Japan, however, showed a very large decline as compared with January, 1921.

Exports of sole leather for the period seven months ending January, 1922, as compared with same period ending January, 1921, show large increases in exports of sole leather to the following countries: Greece, Norway, United Kingdom, Canada, Newfoundland and Labrador, China (small increase), Japan, and New Zealand. Exports to the following countries for the same period compared show considerable decline: Denmark, France, Cuba, Philippine Islands (small decline).

NEW ZEALAND  
HAS NEW TARIFF

Important changes in import duties of New Zealand, affecting American products, are shown in a special report on the revised New Zealand tariff by the tariff division of the United States Department of Commerce. The new tariff is constructed along similar lines to that of Australia, and consists of three classes of duties. The schedule contains special provisions against dumping of foreign products and carries special scales for increases of the general duties up to 25 per cent against products of countries with depreciated currencies, the amount of increased duties varying with the degree of depreciation. The special privilege duty of 1 per cent ad valorem will continue to be collected on all imports with a few exceptions. The principal feature of the changes in actual rates is the considerable extension of the system of preferential rates to British products. Most foreign products formerly free will now pay 10 per cent ad valorem. On the other hand, a limited number of items hitherto dutiable have either been reduced in rate or transferred to the free list.

Cash registers are reduced from 30 per cent general, 20 per cent United Kingdom, to 20 per cent from all countries. Newspaper formerly dutiable at 10 per cent general, free from United Kingdom, is now entirely free. Books, music, and advertising matter, some of which were charged 7 1/2 per cent under the old tariff become free under the new. Pig iron and scrap, formerly 20 per cent general, free from United Kingdom, are now free from all sources. Electrical machinery and materials for the generation, transmission, and conversion of electricity, formerly dutiable at 20 per cent general, 10 per cent from United Kingdom will, after May 31, 1922, be assessed 10 per cent general, free from United Kingdom.

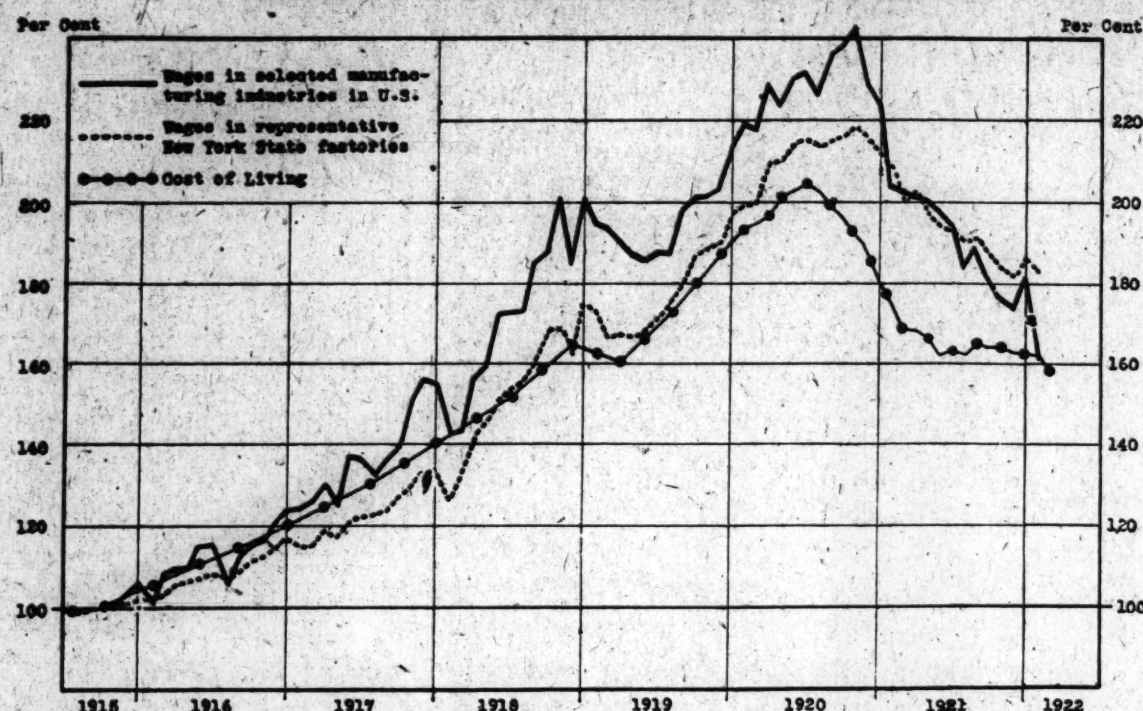
## GERMAN STEEL PRICES

LONDON (By Mail).—The following is a comparison of German steel prices for February, 1922; December, 1921; October, 1921, and May, 1921:

	Feb., 1922	Dec., 1921	Oct., 1921	May, 1921
Ingots	4210	3830	2435	1400
Billets	4680	4280	2725	1850
Angles	4800	4400	3150	1740
Bars	5520	5030	3200	1850
Universal iron	6050	5480	3500	2000
Roller wire	6000	5430	3500	1850
Thin plates	7400	6800	4400	2000
Medium plates	7100	6450	4200	1850
Heavy plates	6220	5430	3500	1800

**BRAZIL CHANGES TARIFF**  
The Brazilian budget law of 1922, as reported to the Tariff Division of the Department of Commerce by Commercial Attaché Schurz at Rio de Janeiro contains many important alterations in the Brazilian tariff regulations. Many classes of goods for various purposes may be admitted into Brazil during 1922 either at reduced duties or free of all charges.

## WAGES AND LIVING COSTS STILL RECEDE



After becoming fairly stable during the second half of 1921 living costs have again shown a tendency to decline, as is indicated above in the chart. Wages in like manner have shown a further downward tendency since the turn of the year, although they had registered a slight advance near the end of 1921. The recession of wages in selected industries in the United States, as reported by the Bureau of Labor Statistics, has been more pronounced during the current year than has that of wages in representative factories in New York State, as reported by the State Department of Labor.

The fact that wages since 1918 have risen faster and declined more slowly than the cost of living is fully borne out by the chart. This is contrary to the prevalent impression. The chart, however, clearly shows a tendency for wages and living costs to return to something more nearly like their pre-war relations; that is, the spread between the United States wage and cost of living curves noted in the latter part of 1920 is now nearly eliminated.

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CHINA RECOGNIZES  
ORGANIZED LABOR

Shipping Strike Settled—Government Allows Registration of Labor Guilds

WASHINGTON, March 24.—Prime importance is attached by Commercial Attaché Arnold at Peking in a cable to the United States Department of Commerce summarizing conditions in China as of March 19, to the strike settlement between the Chinese Seamen's Union and the shipowners at Hong-Kong. The strike itself tied up foreign trade in South China, partially stopped ocean-going traffic, and, excepting junk trade, also inflicted heavy losses on shipowners engaged in river traffic, and on many merchants and producers of Canton and its hinterland. The strike settlement, accomplished through arbitration, brought about a recognition of organized labor through the granting by the Hong Kong Government of the privilege of registration of labor guilds as members of the union, the granting of reasonable but higher wages, and the assurance that in the future the union would resort first to arbitration on all questions of remedy for any substantial grievances.

## Chinese Financial Situation

In mid-March, the financial situation in China was better than at the end of the Chinese New Year, Jan. 28. The produce and stock exchanges continued to liquidate. Speculation was decreasing. Money was easier, indicated by the low native interest rate on call (chop) loans, although banks were very exacting in scrutinizing securities. Silver was plentiful, and the silver stocks of the Shanghai banks on March 16 were equivalent to \$36,000,000 Mex., a gain of \$27,000,000 Mex. over the silver stocks a month ago, and nearly equal to the \$38,000,000 Mex. of a year ago. The telegraphic transfer rate on New York was \$0.855 gold for the Shanghai rate on March 16, compared with \$0.725 gold a month ago.

Importers and dealers seem reluctant to order foreign goods because of the heavy losses which they had in 1921 through adjustments of the silver exchange, the partial collapse of the produce and stock (speculative) exchanges, and also falling prices. The fact that stocks have been quite well cleaned up, however, would seem to indicate that the trade outlook is generally good—a considerable improvement over that of a year ago.

## Increased Silk Exports

Increased exports of goatskins, raw silk, pongee silk and lace during the past month were counterbalanced by decreased exports in other lines, so that the total exports remained practically stationary. The Shanghai market reports Szechuan goatskins in demand for United States of America account. Over 1,000,000 pieces passed through Hankow en route to Shanghai from Oct. 1, 1921, to Jan. 31, 1922.

The Foreign Silk Association of Canton gives the 1921-1922 season's exports of silk from that port up to Jan. 15, 1922, as 44,324 bales, approximately 80 per cent of which was shipped to the United States—probably the largest shipment to the United States in the history of the Canton silk trade. The Foreign Silk Association of Shanghai reports the 1921-22 season's exports of silk from the port of Shanghai, Jan. 24, 1922, as 48,125 bales, approximately 38 per cent of which went to the United States. Hair net exports from Chefoo are expected to reach 2,000,000 gross this year, which will break previous records.

Export prices for soyas beans and soyas bean oil are ruling higher than a month previous. During the last three months of 1921, 60 per cent of the 1921 crop was disposed of, thus bringing about a shortage for the remainder of the year for crushing purposes. Quotations have advanced more than \$1 gold per picul (133 1/3 pounds) over a year ago, with indications that prices will go still higher.

## Cotton Goods Market Quiet

The cotton piece goods market was quiet during the last month, due chiefly to certain military operations

AUSTRALIA STEEL  
WORKS TO CLOSE

Move in Connection With Effort to Cut Excessive Costs of Labor Item

WASHINGTON, March 25.—Trade Commissioner Sanger cables to the United States Department of Commerce from Melbourne that the Newcastle Steel Works of the Broken Hill Proprietary Company will close completely in the middle of April. No reason for the closing is given, but it is believed by Trade Commissioner Ferrin, who recently returned from Australia, that it is part of the Commonwealth-wide campaign on the part of employers to obtain a reduction in labor costs, which have been repeatedly declared by the Broken Hill and other interests to be unduly high, in view of the depressed markets for metals and metal products. The Broken Hill mines have been working part time for a long while, and practically all the other mines in the Commonwealth, except coal, have long been closed.

This view of the cause of the Newcastle shut-down is strengthened by Mr. Sanger's cabled statement that the conference of representatives of Capital and Labor from the six states, called by the Prime Minister, has broken up without practical results, and that labor unrest and strikes are anticipated.

NO FINANCING BY  
RUBBER COMPANY

United States Concern's Affairs in Satisfactory Condition

Although it has been believed that new financing by the United States Rubber Company would be inevitable, it is now said that no new financing is contemplated or necessary.

The first conclusion about the new financing was reached because of the fact that the concern's bank loans were reduced only \$13,000,000 to \$36,000,000 last year and about \$30,000,000 was put into new construction during 1919 and 1920.

New construction has been paid for from the proceeds of sales of new securities during 1919 and 1920, not from current bank borrowings. In September, 1919, the company issued and sold at par, \$26,000,000 common stock, and in the following year \$20,000,000 10-year notes were sold.

The management can see no immediate need for new funds. Plant capacity is ample, and no other expansion is being considered. Aside from bank loans, the nearest maturing financial obligations are \$6,000,000 five-year notes, due Dec. 1, 1923. There are no other maturities until 1930, when the \$20,000,000 notes issued in 1920 come due.

The company is operating on the lowest working capital requirements in its history. This is due mainly to the fact that raw material costs have declined drastically. Crude rubber is obtainable under 16 cents a pound, less than one-third the 1920 peak of around 55 cents. Cotton fabric at 90 cents a pound is under half what it cost the company two years ago. Labor costs also have come down considerably.

In addition to reduced raw material and labor costs, improvement in operating efficiency and marked reductions in overhead expenses represent a saving of no small proportions.

The thoroughness with which inventories were written down and liquidation effected along other lines in 1921 is being reflected in profitable operations, since the turn of the year. Figures are not yet available, but there is little doubt but that satisfactory earnings will be reported for the current quarter.

The tire division is maintaining its place as the most active and probably the most profitable unit, although mechanical goods and footwear sales are holding satisfactorily. Despite the fact that the total tire output of all companies declined more than 15 per cent last year, United States Rubber sold more cars than in the preceding year. As equally good showing is not unlikely this year.

OUTLOOK OF THE  
COPPER CONCERNS

Fair Output by Some of Leaders Expected by Early Summer

In connection with the reports for 1921 of various copper mining companies, it is possible to visualize in dollars and cents just how heavy the toll of last year's copper metal depression was. A majority of the leading mines of the country closed down April 1 and while this meant the disbanding of working forces, each property had to maintain, for its protection later on, the nucleus of an operating organization. This, with the heavy expense of keeping properties dry and plants in repair, resulted in large losses.

The four leading Calumet & Hecla subsidiaries—Ahmeek, Allouez, Isle Royale and Osceola—lost a total of \$1,361,160 last year. This included both losses on copper sold and delivered during the year and the expense of upkeep. Ahmeek registered the largest deficit, amounting to \$457,036; Osceola and Isle Royale lost \$426,440 and \$383,352 respectively.

All of these companies materially lightened unsold copper in 1921. Allouez disposed of all its metal; Osceola nearly all and Ahmeek and Isle Royale brought inventories way down. This rested in all the companies entering 1922 free of debt—beyond, of course, current bills—but it meant selling copper at much less than the cost of production. The average price received for the metal was less than 13 cents per pound and all unsold metal was carried over into 1922 at 14 cents per pound.

The table below pictures salient features of 1921 results:

	Copper on hand	Per share
'21 loss	Dec. 31 '21	
Ahmeek \$457,036	9,892,100 lbs @ 14c	\$13.39
Allouez, 34,332	1,111,111 lbs @ 14c	5.70
Isle Roy 383,352	4,056,111 lbs @ 14c	21.21
Osceola 426,440	408,263 lbs @ 14c	24.06

Of the above companies, Ahmeek and Isle Royale are resuming production. Their costs have been whittled down through the expenditure of hundreds of thousands of dollars in the last five years; they, with the parent company, Calumet & Hecla, can make a representative showing of earnings on a 14-cent copper market.

By early summer these three mines should be producing in a fair way. What steps will be taken by the rest of the family—Osceola, Allouez and the lesser lights—is something for the metal market of the future to determine.

## Far East Trade Notes

Improvements in port conditions are being made at both Melbourne and Sydney, says Trade Commissioner Sanger, at Melbourne, in a report just received by the United States Department of Commerce. During the last 12 months the entrance to Port Phillip (the harbor of Melbourne) has been greatly improved, and the public works department has excavated a depth of water at the Heads of 43 feet at low water over a width of 1300 feet. It states that there will now be no difficulty, with ordinary expenditure in maintaining sufficient depth for any ships which may be expected for many years. At Sydney harbor two great waterways for inward and outward trade have been deepened and widened by the Harbor Trust, and dredges are removing 6000 tons of sand daily in this improvement plan.

The present crop season in India has set in with distinctly favorable conditions, says Consul-General Weddell, at Calcutta, in a report to the United States Department of Commerce.

A large number of ships entered the port of Kobe during 1921 than in any previous year in the history of the port, according to a report received by the United States Department of Commerce from Consul Schnare at Kobe. Compared with 1920, ships of the United States and Italy decreased in number, while those of Great Britain, France, Netherlands, Denmark and Sweden increased. Total entrances for 1920 amounted to 22,843,833 tons, compared with 15,153,535 tons in 1921.

The 1921 foreign trade figures for the Philippines published by the Bureau of Customs, Manila, have just been received by the United States Department of Commerce from George L. Logan, manager of its Manila district office. These figures show an adverse trade balance for the islands of \$25,446,503 for the year, imports amounting to \$231,677,148 and exports to \$176,230,645.

The farm industry produced extraordinarily well in New Zealand during 1921, but was handicapped by low prices and depreciated values, according to a report to the United States Department of Commerce by Consul MacVitty at Auckland. Wool sales and the position of the wool market were improving during the latter half of the year, 90 per cent of the offerings being taken in contrast with earlier sales, when only selected lots of the finer wools were in demand.

It is reported that the Commonwealth Government line of ships will be sold to private owners. Immigration is continuing, primarily from England.

The permanent tariff board of three members has been finally appointed. The cost of living decreased slightly during January. The commodity index number for the period was 1456. General conditions are fairly satisfactory but less encouraging, principally due to marked depression in mining and in the industrial situation.

AUSTRIAN METAL  
TRADE BOOMING

Business was poor in most of the Austrian metal industries during the first half of 1921, says Trade Commissioner Upon, at Vienna, in a report to the Department of Commerce, but during the summer a more active demand began to make itself felt, and in the fall there was a real boom, according to a review of the year given at the annual meeting of the Montanverein on Jan. 26, 1922.

This was largely the result of the depreciation of the Austrian crown, but the fact that the competing German metal industry disposed of a large part of its goods at home and found a market for the rest in countries with a more stable currency, also aided in the recovery of the Austrian industries.

## PRESSED STEEL CAR COMPANY

PITTSBURGH, March 25.—The local plant of the Pressed Steel Car Company has begun work on order for 2000 coal cars received from the Norfolk & Western road.

BELGIAN PRICES  
CONTINUE THEIR  
DOWNWARD TREND

American Commercial Attaché Reports Supplies Piling up—Buyers Scarce

WASHINGTON, March 25.—The downward trend in Belgian industries which began in January continues, says the acting commercial attaché in a cable to the Department of Commerce, and, since Feb. 15, the situation has been marked by decreased orders, falling prices, wage reductions and increased stocks, particularly of fuel. The metallurgical and window-glass industries have been most seriously affected. Wholesale prices of Jan. 1 indicate no noteworthy variations.

## Budget Deficit

The Belgian budget for the current year shows total expenditures of 7,459,824,800 francs; receipts, 6,317,673,869 francs, with a resulting deficit of 1,142,150,931 francs. Although at first glance this deficit appears very favorable as compared with that of 4,581,639,053 francs in 1921, the decrease is chiefly due to an enlarged estimate of cash reparations receipts, due on Belgian priority for the coming year. These are placed at 2,500,370,000 francs, as compared with 296,752,000 francs last year.

The situation of the Banque Nationale shows no important change from a month ago. Note circulation fluctuated between 6,259,131,000 francs on Feb. 23, and 6,320,342,000 on March 2, the increase being mainly explained by the movement of treasury accounts and private accounts current.

Metallic reserves decreased slightly from 307,000,000 francs on February 23, to 306,919,000 francs on March 9, the metallic cover over combined deposits and note circulation on the latter date being maintained at 4.8 per cent.

From a New York quotation of \$0.083 on Feb. 17, Belgian exchange moved up over to \$0.0873 on Feb. 27, then gradually dropped back and stood at \$0.0841 on March 17.

## Business Slack

The Belgian industrial situation during the past month has been marked by decreased orders, falling prices, wage reductions, and increased fuel stocks. The metallurgical and window-glass industries are the most seriously affected.

Wholesale price indices of Jan. 1, as published by the Ministry of Industry and Labor, show only slight changes from previous compilations. Chemical fertilizers increased 2 per cent since December 1; textile products 4 per cent; and crude rubber 4 per cent, these being offset by declines of 10 per cent on resins; 4 per cent on tar and derivatives; 3 per cent on food products; 2 per cent on chemicals, and 3 per cent on fats, while glass and ceramics, structural materials, mineral oils and metal products were stationary.

Prices of imported staples show advances on corn, oats, forage, American flour, linseed oil and cake, oleaginous grains and lard; while crude rubber, resins, coffee, turpentine, rice and mineral oils, are generally lower.

Owing to unusually active purchases of southern pine during January and February stocks at Antwerp are now reported to be practically double those customary at this season, with the result that the market is restricted and buyers are waiting for a further drop in prices.

MANILA CONSIDERS  
WATER POWER PLANT

Plans are under consideration for various improvements in the city of Manila, which may later be of interest to American contractors and exporters of machinery and iron and steel products, George E. Logan, manager of the Manila office of the Department of Commerce, reports.

Among them is the plan for using the Anagat River as a source of water supply for the city. If the proposed plans are approved, a hydroelectric plant will be constructed, the sewer system will be extended, and the present Montalban Reservoir will be used for irrigation.

It is thought that the total cost will be from \$6,000,000 to \$8,000,000, and considerable amounts of cast-iron pipe, lumber of various kinds, cement, steel, electrical apparatus, copper and aluminum will be used, as well as machinery of various kinds.

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# The Gordian Knot Which Chile, Peru, and Bolivia Will Strive to Cut in Washington

BEFORE many days all eyes in Latin America will center on Washington, for when the commissions appointed by Chile and Peru meet in the Capital with a view to settling the long standing differences growing out of the Tacna-Arica controversy, the possibility is held out that one of the most vexatious questions that ever concerned South America will be answered satisfactorily to all parties interested.

Few things have ever gratified an American administration more than the readiness with which Chile and Peru accepted the invitation of President Harding to send delegates to Washington for the purpose of discussing matters relative to the Tacna-Arica dispute. For down below the Rio Grande there has existed a condition as between Chile and Peru which amounted to nothing less than an American Alsace-Lorraine problem. The unfulfilled provisions of the Treaty of Ancon have been a rankling issue, both Chileans and Peruvians placing the blame for the state of affairs on other shoulders than their own.

That Chile is prepared to go at least half way in this effort to establish harmonious relations between herself and next door neighbor is evident from what the Chilean Minister of Foreign Affairs told Secretary Hughes to the effect that his country is more than anxious to enter upon direct conversations with Peru to the end that, by action of the two governments themselves or by other amicable means, "the Ancon Treaty may be exactly and loyally executed." Nor has Peru been loath to accept the American invitation and give proof of her desire to have determined once for all what are the rights of each nation in the territory in dispute.

## Plebiscite Never Carried Out

The present situation grew out of the last war between Chile and Peru, and Article 3 of the Treaty of Peace, concluded at Ancon, Oct. 20, 1883, reads that the territory of the provinces of Tacna and Arica, bounded on the north by the River Sama, from its source in the Cordillera bordering Bolivia to its disembranchment into the sea; on the south by the ravine and river of Camarones; on the east by the Republic of Bolivia, and on the west by the Pacific Ocean shall continue in the possession of Chile, subject to Chilean legislation and authority for a period of 10 years from the date of the ratification of the present treaty of peace. And, to give the exact rendering in English of the most significant part of the treaty, "at the expiration of that term, a plebiscite will decide, by popular vote, whether the territory of the provinces above mentioned is to remain (quedar) definitely under the dominion and sovereignty of Chile or is to continue to constitute a part (continua siendo parte) of Peru. That country of the two to which the provinces of Tacna and Arica thus remain annexed (queden anexas) shall pay to the other 10,000,000 pesos of Chilean silver or of Peruvian soles of equal weight and fineness."

As the treaty was ratified on March 25, 1884, the plebiscite, under the terms of the article should have been held on March 25, 1894. Since the plebiscite was not held on that date or at any time subsequently both parties to the controversy shift the blame on each other for failure to fulfill the treaty stipulations.

## Bolivia Struck the Match

As in the case of the World War, where Serbia struck the match that caused the conflagration that set the Balkans aflame, so in the conflict between Chile and Peru it was another country, Bolivia, that became the excuse for the war that began in 1879 and continued for four years. But to appreciate the nature of the dispute it is necessary to mention the geography of the territory in question and to set forth the chronology of events leading up to the war of the Pacific.

Chile is a long, narrow country lying along the southwestern edge of South America. In length, about 2000 miles, it would cover approximately a coastal strip from Maine to North Carolina, in width, it extends from 10 to 300 miles only, from the Pacific Ocean to the Cordillera of the Andes.

Down to 1822, there appears to have been no doubt as to the northern boundary of Chile. Chile's constitution of 1822, 1823, 1828, 1832, and 1833, all appear expressly to recognize the northern boundary of Chile as the desert of Atacama, about 27 degrees south latitude. The desert of Atacama, extending from about 27 degrees to 28 degrees south latitude, was up

to 1842 under the undisputed dominion and sovereignty of Bolivia. North of 23 degrees was Bolivian territory, including Antofagasta, extending to 21 degrees; north of that, the Peruvian province of Tarapaca, extending from about 21 degrees to 19 degrees; and immediately to the north of this line are the provinces of Tacna and Arica, extending from about 19 degrees to 17 degrees 30 seconds. From 17 degrees 30 seconds to 17 degrees adjoining Tacna, lies the province of Tarata, which represents since 1883 the northern limit of Chilean occupation. It is evident, therefore, that between 1842 and 1883 Chile advanced her northern boundary from 27 degrees to about 17 degrees south latitude.

The immediate step for this advance north undoubtedly was due to the discovery of guano in the desert of Atacama. President Montt of Chile, in a message to the Chilean Congress on July 31, 1842, informed the Congress that he had sent a commission of exploration "for the purpose of discovering if any guano deposits existed in the territory of the republic which might furnish a new source of revenue to the treasury; . . . Guano has been discovered from 29 degrees 33 minutes to 34 degrees 6 minutes south latitude."

Chile's northern boundary was then 27 degrees, so that evidently much of the territory exploited was in the desert of Atacama, then Bolivian. The Chilean Congress, in pursuance of the presidential message, enacted on Oct. 31, 1842, a law providing that "all the guano deposits which existed in the Province of Coquimbo, in the littoral of Atacama, and in the adjacent islands, were hereby declared national property."

Bolivia formally protested against Chile's attitude in assuming sovereignty over Bolivian territory, and this in reality was the beginning of the controversy which culminated in the war of the Pacific of 1879 and brought Peru into the conflict.

## The Chilean Advance

Edwin M. Borohard, professor of international law at Yale University, in a recent opinion on the controversy between Peru and Chile, writes as follows: "Bolivia's protest went unheeded. Continuous incursions by Chilean guano hunters were followed in 1857 by the landing of a Chilean military expedition at Mejillones, one of the principal ports of the Atacama desert, and the ousting of the Bolivian

authorities. To Bolivia's demands for evacuation of the territory thus occupied, Chile set up a claim of territorial right and expressed a willingness to draw up a boundary treaty, dividing the Atacama desert between them. Bolivia, weak and misgoverned by a succession of military dictators, was constrained to yield. Protracted negotiations, interrupted by the war against Spain, finally resulted in the treaty of 1866, by which the new boundary line was fixed at 24 degrees, Bolivia thus surrendering the territory from 27 degrees to 24 degrees. Chile had claimed all the territory up to 23 degrees. In the region between 23 degrees and 25 degrees a sort of condominium was set up, each country to receive half the proceeds of the guano and mineral deposits and dividing the export duties.

This arrangement proving unsatisfactory to Bolivia, a new treaty was concluded in 1874, and in 1875 a supplementary agreement was made which provided that all disputes arising out of the interpretation of the treaty should be submitted to arbitration.

## Bolivian-Peruvian Alliance

The progressive Chilean encroachment on Bolivian territory was quieting, not only to Bolivia, but also to Peru, her northern and western neighbor. Down to this time the relations between Chile and Peru had on the whole been friendly. Bolivia and Peru had joined a confederation in 1836. In 1872, the Bolivian Congress enacted a law instructing the executive to "enter into a treaty of defensive alliance with the Government of Peru against all foreign aggression" and Peru was not unwilling to enter into such a treaty which was designed to preserve the status quo.

Once more to quote Professor Borohard: "For some unaccountable reason this treaty was kept secret. It was concluded at a time when Bolivia was being subjected to great pressure and threats from Chile, arising out of the alleged violation of the treaty of 1866, a violation denied, however, by the Chilean diplomat, Marshal Martinez. In the Chilean-Bolivian controversies, Peru's sympathies had been with Bolivia, and Peru had, in fact, on Nov. 19, 1872, some months prior to the treaty of alliance, declared that it would lend its aid to reject any demands which it should consider unjust or menacing to Bolivian independence."

"It should be observed, moreover,

that in 1871 the Chilean Congress had passed an act authorizing the building of new war vessels. This fact, combined with Chile's aggressive policy in pushing northward along the coast, fully accounts, it would seem, for the treaty alliance. . . . Chile at this time was engaged in a boundary dispute with Argentina, respecting Patagonia, a fact which had some influence on the Bolivian policy. The existence and secrecy of this treaty were among the grounds advanced by Chile in 1879 as a justification of her declaration of war against Peru.

"Nitrate had in the '60s been discovered in considerable quantities in Bolivian and Peruvian territory, particularly around Antofagasta, Bolivia, and in the Peruvian Province of Tarapaca. Among other foreign concessionaries, Chilean citizens owned several oficinas and numerous Chileans were employed in the works. The Peruvian Government at that time conceived the idea of nationalizing the nitrate industry in Peruvian territory, partly by exercising the power of eminent domain and partly by high taxation."

"Chile seems to have regarded the policy as directed solely to the injury of Chileans, although Chilean interests were very considerably less in Tarapaca than those of Peruvian and other nationalities. Barros-Arana, the Chilean historian, in his 'Historia de la Guerra del Pacifico' states that he does not share the opinion frequently expressed that the Peruvian measures were designed to ruin Chilean interests."

## The Melgarejo Concession

With regard to the Chilean-Bolivian situation as it developed around the seventies, it is essential to say that two Chilean citizens had obtained from Melgarejo, a Bolivian president, a nitrate and railroad concession in the Bolivian zone, between 23 degrees and 24 degrees. Later the Bolivian Government sought to annul all the concessions granted by Melgarejo, an ephemeral dictator, but this particular concession, which had been assigned to an important nitrate company, was confirmed by executive agreement in 1873.

The treaty of 1874 with Chile had provided against any future taxes on Chileans higher than those then in

force. It was not until 1878 that the Bolivian Congress confirmed the agreement of 1873, and they did so under condition that the company should pay 10 cents (centavos) quintal of nitrate exported, instead of 10 per cent of the profits of the business, which the Government was to receive under the old contract.

Matters were now beginning to come to a head, and while Chile, with some justice, it appears, protested against this tax, as in violation of the treaty, Bolivia's answer was to the effect that it was not a general tax, but that the matter concerned merely a private contract between the company and the Bolivian Government. Possibly Bolivia was encouraged in her stand by the belief that the impending difficulties between Chile and Argentina, shortly thereafter settled by agreement to arbitrate, would deflect Chile's attention and firmness. But in this Bolivia was in error. Chile assumed a very firm policy, threatening to break off relations unless the tax law was repealed, and she began to reassert her old claims to a northern boundary at 23 degrees, which she had asserted prior to 1866.

The nitrate company having refused to pay the tax, Bolivia first attached the property; but owing to difficulties of administration, Bolivia decided by decree to cancel the concession contract of the company. Chile asked for suspension of all these measures until arbitration could settle the matter under the agreement of 1875, and gave the ultimatum of 48 hours for the Bolivian answer. Bolivia delayed her answer until the expiration of the period allowed, when the Chilean Chargé d'Affaires had requested his passports.

Passing over the events that followed until Peru appeared upon the scene, it was not until Chile had forced an issue by dispatching the Chilean cruiser Blanco Encalada to Antofagasta that the northern neighbor felt impelled to take a hand in the affair. Peru did not approve of the decree cancelling the nitrate contract and instructed her minister at La Paz to use his good offices in an effort to compose the differences. These efforts continued until some time after hostilities began, and on March 5, 1879, Bolivia signed a protocol with

Peru among whose bases was the suspension of the effects of the obnoxious tax laws. Peru likewise directed her efforts at mediation to Chile. She sent to Santiago a mission headed by José Antonio Lavalle, who proposed as a means of settlement the reestablishment of the status quo ante by the Chilean evacuation of the occupied littoral and the submission to arbitration of the question of the Bolivian tax law and the cancellation of the concession contract.

## Chile's Decisive Victory

With Chile's refusal the die was cast. It is a matter of history how Chile won an easy victory over her opponents. At the battle of Tacna in 1880 the Peruvian and Bolivian armies were severely defeated, and after the failure of the negotiations initiated by the United States the occupation of Lima and practically all of Peru by the Chilean armies and naval forces placed Chile in a position to dictate peace.

Many as have been the attempts to settle the Tacna-Arica issue on a basis satisfactory to all concerned, Chile and Peru remained so far apart in their respective contentions that nothing could be accomplished. As late as 1912 President Billinghurst of Peru opened negotiations through an exchange of telegrams with the Chilean Government, but the Peruvian people opposed the terms, especially, since one of the clauses was the postponement of the plebiscite until 1932. The present invitation for Peru and Chile to meet on neutral ground in Washington is the first real step toward a final adjustment of the differences.

In the meantime Bolivia believes that her case needs presentation, and it looks to the League of Nations as the proper tribunal for a hearing. For Bolivia it is a question of an outlet to the sea that shall not place her at the absolute mercy of the neighbors. It comes as a matter of course that when Peru and Chile meet around the negotiation board in the building of the Pan-American Union in Washington the Bolivian problem by itself must form an integral part of this Pacific question. The Harding Administration will strain every nerve to see justice done and have this conference for peace set a new mark in Pan-American dealings such as must affect beneficially the entire western continent.



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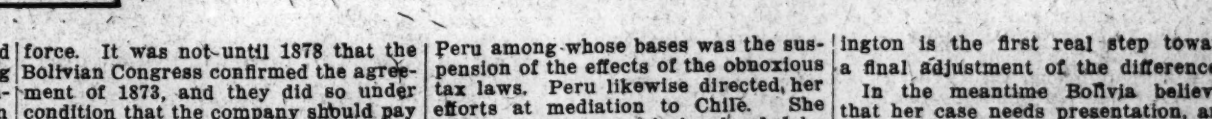
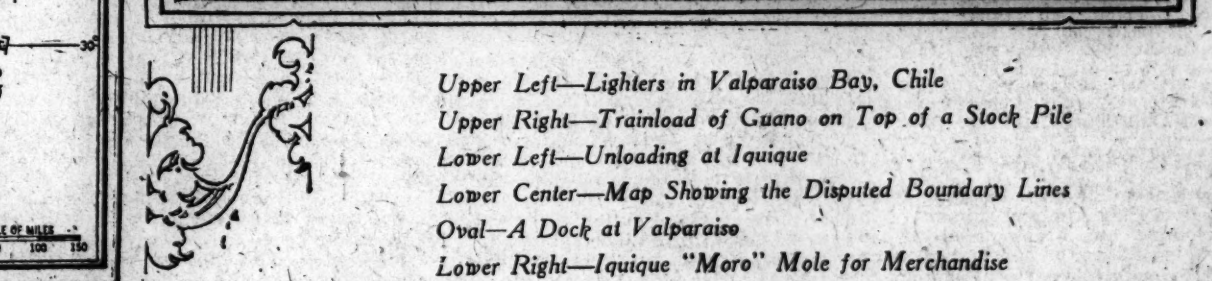
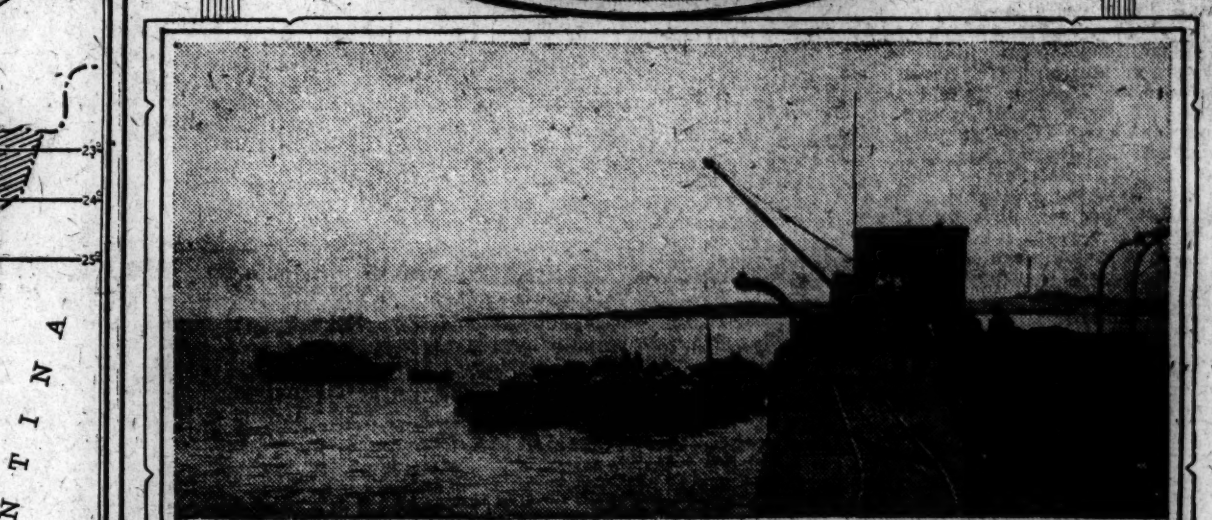
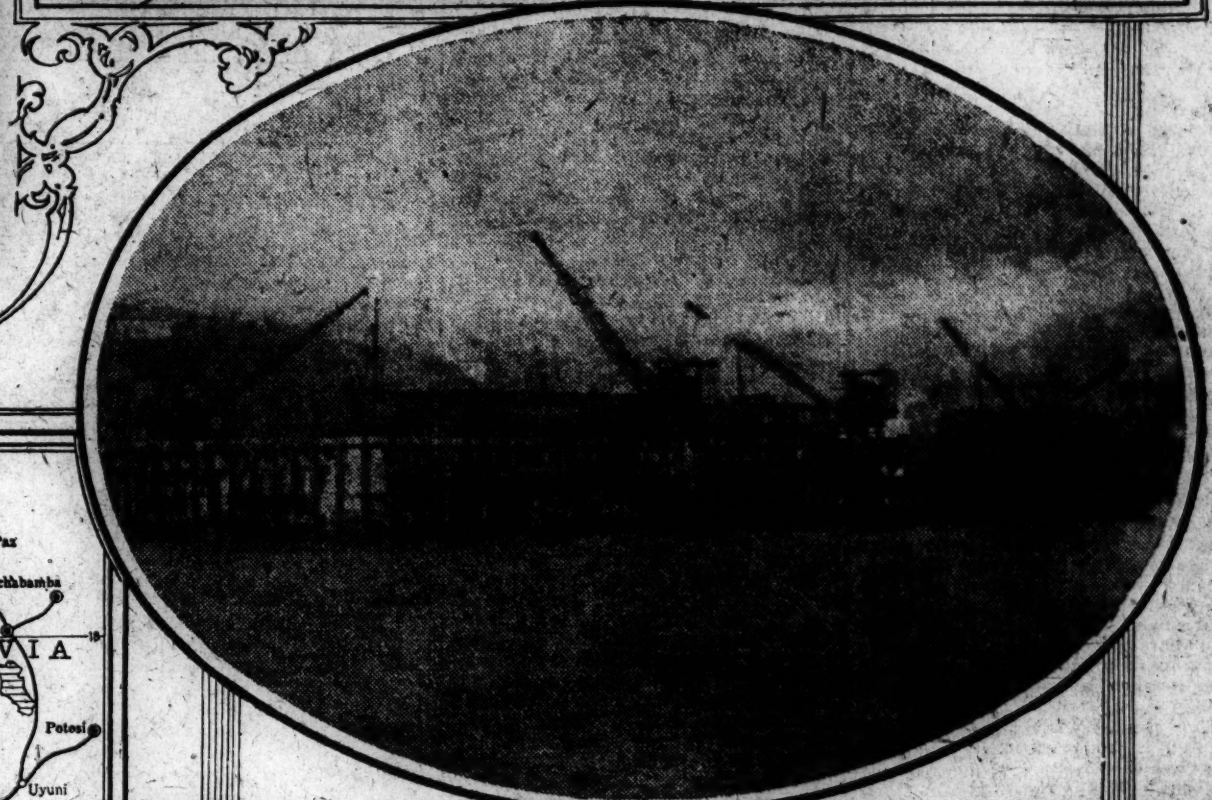
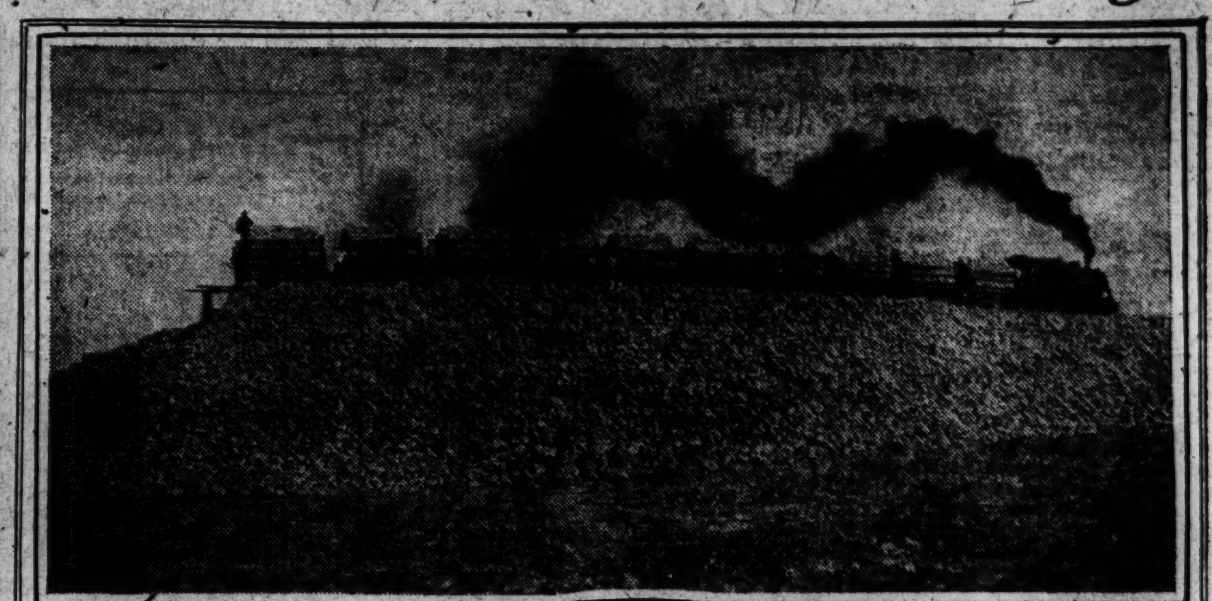
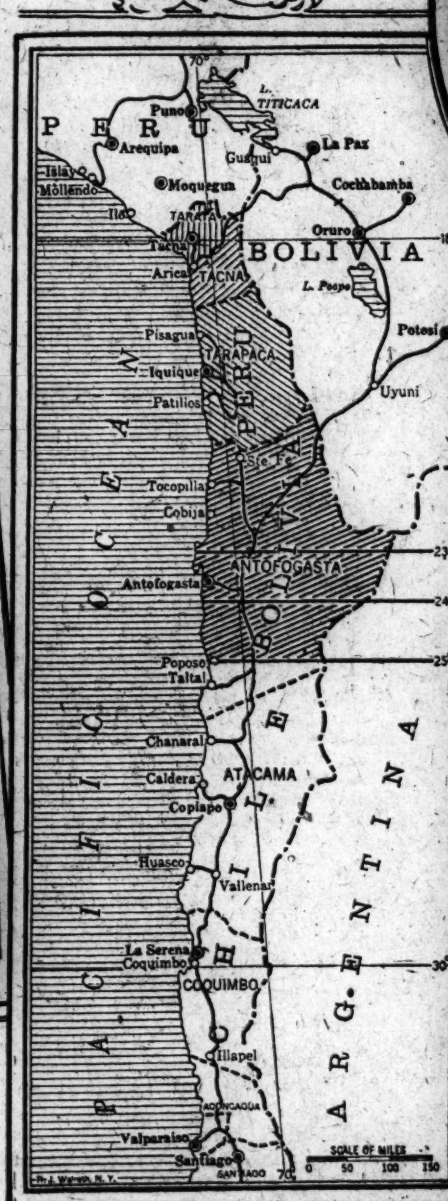
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Upper Left—Lighthouse in Valparaiso Bay, Chile  
Upper Right—Trainload of Guano on Top of a Stock Pile  
Lower Left—Unloading at Iquique  
Lower Center—Map Showing the Disputed Boundary Lines  
Oval—A Dock at Valparaiso  
Lower Right—Iquique "Moro" Mole for Merchandise







## MUSIC OF THE WORLD

## So Many Notes Make Mozart Hard to Sing

Lucrezia Bori Discourses About the Labor Involved in Preparing "Cosi Fan Tutti"

By WINTHROP P. TRYON  
S o many words and so many notes!" exclaimed Miss Lucrezia Bori, the Metropolitan Opera soprano, when asked by a representative of The Christian Science Monitor why singers regard the music of Mozart difficult. "And besides that," said she, "every word must be spoken and every note sounded at precisely the right instant."

Miss Bori was speaking particularly of the music of Mozart in the opera, "Cosi Fan Tutti," in which she takes the part of Despina, the roguish serving maid of the two sisters, Fiordiligi and Dorabella.

"When I say that every detail must be accurately performed in the music of Mozart," she continued, "I refer more to the passages in which two or more melodies are carried along together. For you know that 'Cosi Fan Tutti' abounds in duets, trios, quartets, quintets and sextets, according to the two principal men or the two principal women are sustaining the action, or whether all four of them, or whether those four and the third man and the third woman in full ensemble are sustaining it. The trouble is that if you hold a note the least bit too long, when you are singing with the others, you displace everything."

"In solo passages, a Mozart singer has to keep in perfect time with the orchestra. Arias like Despina's 'In Uomini, in Soldati,' and 'Una Donna a Quindici Anni,' are spoils the moment the singer takes liberties with them. They cannot be performed like modern arias. The style is too pure and the rhythm too delicate to permit free interpretation."

"I have sung Mozart considerably but have never been in a cast of 'Cosi Fan Tutti' before. I have appeared as Zerlina in 'Don Giovanni' at Buenos Aires, and at Monte Carlo, and I am finding it a delightful experience to study the role of Despina and compare it with that of Zerlina. The two women are much alike, both being sweet, intelligent and full of fun. Despina, though, is more praiseworthy than Zerlina and is a truly farcical type." Speaking of her career, Miss Bori said she first began the study of singing at home in Valencia. "I studied in Spain with an Italian teacher," she remarked. "Then what do you think I did? I went to Italy and studied with a Spanish teacher. I got my principal training, in fact, from the great Spaniard, Vidal, in Milan. He taught many artists and he knew opera well from having sung with Patti and others of her time. I made my first appearance in opera at Rome



Lucrezia Bori

Drawn from photograph © Klein

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as Micaela in 'Carmen,' in 1908. I sang with the Metropolitan Opera Company in the summer of 1910, when I visited Paris. After that I joined the company in the United States. I expect this summer to go to Italy and work on German songs in the original texts. For I have never yet sung in German. Next winter I expect to return to this country to appear in opera and to give concerts."

sion. The characters are being drawn with an extraordinarily sure hand and the orchestra follows and underlines the dramatic action in its details with a lightness, suppleness and sonority which are unique. The work was slow to make its way with the public and Stendhal wrote in after years, "today Mozart is understood in Italy, but he is far from being felt."

**The Viennese Conqueror**  
In 1781 "Cosi Fan Tutti" was played in Vienna, shortly followed by the "Magic Flute." With this latter opera Mozart at last conquered the Viennese public. It was given 120 times in succession with enormous success. It is the most German of his operas, filled with beautiful melodies and absolutely free from the Italianisms to be found even in "Don Giovanni." Mozart's style was not without influence on that of other composers, particularly on Rossini, Herold and Gounod, each of whom assimilated the qualities of the master according to his own peculiar tendencies and temperament. Yet it is impossible to imitate Mozart. His works were not constructed in accordance with the technical side of his art. This union of inspiration and technique of the profoundest sort produced works of imperishable beauty, works which will long serve as models of grace, expressiveness and deepest feeling. S. M.

criticism called from the composer the proud response "Sire, not a note too many, exactly the right number."

**Something New in "Figaro"**  
It was not until four years later that Mozart had an opportunity to write for the stage, not counting the operatic trifle, "Le Directeur des Spectacles," an opera comique of small proportions and value. In 1786, in collaboration with Da Ponte, he produced "The Marriage of Figaro" after Beaumarchais, not without difficulty, for the Emperor's consent to its production was not easily won. The opera soon was popular throughout Germany, although some cabals were made against it in Vienna, by the Italian singers. In this opera, as in fact in all his works for the theater, Mozart is more Italian than German, yet he skillfully avoids the threadbare Italian formulas, and in his harmonization and orchestration exhibits a richness and variety more in accord with German tendencies. The most distinctive quality in the piece is the mastery with which the various arias are adapted to the character of the personage singing them. The Count never sings like Figaro, Rosina like Suzanne. Figaro's great aria in the first act is in an absolutely new style. This avoidance of accepted formulas displeased the first auditors, particularly in France and Italy, who found the music too technical. Yet Mozart's technique, profound as it was, was artfully concealed by a mastery of clarity and simplicity.

In 1787, still in collaboration with Da Ponte, "Don Giovanni" was produced in Prague. It is considered to be Mozart's most perfect work for the theater. It contains marvels of melodic invention and dramatic expression. The desire to compose operas was always present and we find him writing to his father in 1777, "I have an unquenchable desire to compose an opera." In Italy one can acquire more honor and credit with an opera than with a hundred concerts in Germany, and I am the happier because I can compose, which, after all, is my one joy and passion. . . . I am beside myself as soon as I hear anybody talk about an opera, sit in the theater, or hear singing. . . . Again, in the next year he writes, "I beg of you to next year be in Italy. You know my greatest longing—to write operas! I am envious of every man who composes one; I could almost weep from chagrin whenever I hear or see an aria." This wrote the future composer of "Don Giovanni" and the "Magic Flute," a composer who was to make the field of opera peculiarly his own as did Beethoven that of the symphony.

In 1780, two years later, Mozart was called to Munich by the Prince of Bavaria and in the following year he produced there his "Idomeneo," his first theatrical work of real value. In spite of the novelty of its form and its breadth of style it was well received by the public and the musicians. Yet the prince, while admiring the skill of the composer, in reality cared little for his music and made no further demands upon his talent until 1783 when he commissioned Mozart to write "L'Enlèvement au Sérail" for the Court Theater. This score, than which nothing seems simpler or clearer at the present day, impressed the prince as being too complicated and as containing too many notes. This

## How Long Should Concerts Be?

A THOUGHTFUL woman has just said to the writer, with regard to the concerts given by one of the country's best orchestras: "One serious drawback for me at the performances is the erratic policy followed, which permits some concerts to be nearly or quite two hours long, while others are of barely an hour's duration."

"This means that if you have come to town from a distance, and time presses and is precious, you cannot be certain of your appointments made for the close of an afternoon concert. Sometimes you are turned out on the sidewalk half or three-quarters of an hour before you expected, with resultant discomfort and inconvenience." Her complaint was apropos of a concert an hour long, in which Bach's passagella in C minor, Handel's first concerto grosso and the fifth symphony of Beethoven were assembled, each taken at a brisk pace, without an extended intermission. It was a delightful program, and because of its brevity and its vivacity the audience left with an appetite for more, instead of with the feeling of satiety that results from a too abundant provision of good things.

But she was justified in her contention, that in a season-long series of

concerts it is reasonable to expect a fairly definite understanding as to the average length of the performance, for the sake of those who have appointments that closely occupy their time. It is not the idlers but the busy folk who most of all deserve the inspiration and the illumination of good music, and it is only fair to them to consult their convenience and show them the difference they are expected to show to the musicians.

A concert of classical music should, as a rule, be shorter than one of the lighter sort. But it is the playing time that matters, and by regulating the length of the intervals the group of classical numbers may be made to occupy the same period as that required for the performance of the less profound compositions.

A college president said that every dollar beyond \$1200 a year for his students was a dollar of danger; and the Kneisel Quartet regarded every minute beyond an hour and a quarter as a minute of peril to the effect of their playing. The Bach festivals at Bethlehem are parceled into four sessions, each of slightly more than an hour's duration, and even the largely professional audience would hardly care to bestow the sustained intensity of attention that a longer period of listening to such serious music demands. An orchestra that played 50

minutes to children (with explanatory comment interspersed) gave through to juvenile assimilation in the period; the same orchestra on another occasion played more substantial music for two hours to the parents of those children, and the adults became at first listless and then restless.

A noted singer, with a harp and flute assisting, allowed a program of not fewer than 17 announced numbers to be extended to more than 30 by encores. Outside a pupils' recital, to which parents and indulgent friends come prepared for punishment, such an exacting arrangement as this is an unpardonable imposition. Yet in this case the audience was to blame. It asked for too much music, and got it.

On one occasion when Max Fiedler was conducting the Boston Symphony Orchestra, Mischa Elman was the soloist, in the Tchaikowsky concerto, and there were 15 recalls. The leader stood his ground, of course, and no encore was permitted. In the old days the Philadelphia Orchestra was not alone in the bad habit of allowing a repetition. A soloist, indeed, was expected to perform again, with or without orchestra. Finally Josef Hofmann had the courage to break with the vicious precedent and refuse to play a second time.

Levelled up from the "encore-hounds," who considered themselves defrauded, Hofmann published a manly and dignified statement explaining his attitude. He held that the length of the program was adjusted to the capacity of the audience for keenly appreciative attention. To lengthen the program at any point was to risk converting the audience into a sense of repulsion. The right-thinking majority felt at once the force of his views. Since his firm stand, no orchestral soloist in Philadelphia has granted an encore, no audience has had the temerity to demand it.

Of course, if music is trivial, the less there is of it the better. But because it puts so slight a strain upon the intellect to follow it, one can hear it indefinitely without the effort required for close application and exhaustive analysis. A dance orchestra plays "jazz" tunes interminably, and the true musician pays no heed to it. He does not let his mind follow it. He walks away from it if he can. In any case, he does not understand the heavy task of one who really listens for some time to music of an abstruse and complicated nature.

Said the wife of one of our foremost conductors to the writer: "When my husband is grappling with a new orchestral score, the perspiration comes out on his brow in the intensity of effort required." This man has the photographic memory. He has the notes in his head when he is ready to lead, and dispenses with the score, as so many conductors do today. He does not wait to catch his cue from the instruments, he lives, and does not take; he is forever beforehand with the nimble baton; he "leads and does not lean."

The burden resting on the audience is not so great as that which rests on the interpreter, yet it has a very definite creative responsibility. When Mendelssohn leads the orchestra in a personal ascendancy that spurs the men to play better than they know and wakes the least cultivated taste among the listeners to a lively appreciation. Such an inspiring reading as he offers compels the audience to hearken with a concentration an ordinary martinet of the metronome could not possibly secure. To listen to music with Mendelssohn upon the dais is a much more formidable matter than to hear the ordinary reading. Though he demands an effort to follow him, it is an effort gladly made, and a concert of two hours under such a man seems brief. F. L. W.

## Saint-Saëns Lets Go in "Animals' Carnival"

Hitherto Unheard Work Is Given at the Paris Concerts Colonne

Paris, March 15.  
Special Correspondence  
MUSICIANS regarded the performance of a work by Saint-Saëns which had never before been heard as an exceedingly important event. It was at the Concerts Colonne in Paris that this novelty was produced. During his lifetime the master had persistently refused any permission to execute his "Carnaval des Animaux." His testament, however, removed this interdiction. No time was lost in seizing this unique opportunity of placing in the program a work which had hitherto been hidden.

The "Carnaval des Animaux" is a series of 14 little fantastic pieces. It differs radically from the serious work of Saint-Saëns. No musician was more conscientious than the great French composer. He regarded his art almost with solemnity. But when he wrote this series he was frankly amusing himself. Somehow in spite of this playful persistence he refused any permission to execute his "Carnaval des Animaux." His testament, however, removed this interdiction. No time was lost in seizing this unique opportunity of placing in the program a work which had hitherto been hidden.

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Classic in his manner as he usually was, Saint-Saëns was full of a natural verve. He could be bizarre and ironic and facetious when he pleased. Here we have the parade of a number of animals. There is the lion advancing with rhythmic royal march. There is the wild ass with its savage gallop.

The tortoise with their heavy motion slow up a lively motif of Offenbach. The elephant is introduced to the sound of the "Danse des Sylphes" of Berlioz, with the double bass thundering. It will be readily appreciated how these contrasts and these parodies are comic in effect. The cocks and hens cluck and send out their noisy coricors. The kangaroos bound. The fishes float in the crystalline aquarium. But there are passages of beautiful music such as when the clarinets evoke the cuckoo far away in the woods and the flute-like sounds of chirping birds are heard. There is a "Danse Macabre" of fossils with a clicking and a clanking. The swan takes his flight: the frogs croak. Each part follows its predecessor without interruption. Sometimes Saint-Saëns is merely clowning but sometimes the music is superb.

Whatever else may be said about his eccentricities, his mockery, his caricatures, it cannot be denied that he was an artist who could be humorous as well as serious. He could play the buffoon in the boldest manner as well as produce grave classic music. It may be that opinions differ about the intrinsic merits of such a piece and it would seem that Saint-Saëns himself was more than doubtful about the desirability of such a production. But the concert-goer may feel grateful to know that he could unbend. It makes him more human and one is glad to have at last this pleasant work from the master's pen. S. H.

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## String Quartets Flourish in Fertile Soil of England

Recrudescence of Medieval Musical Times Found in the Organizations of Last Twenty Years

London, March 3

Special Correspondence  
HAMBER music, that is, music of a highly refined character for several instruments in combination, was one of the chief features of musical life in England during medieval times, and, after a long lapse, it has revived to a large extent during the last two decades. It appears chiefly in the form of string quartets, a form received from Germany largely through the influence of Dr. Schumann. Dr. Brodsky, who did much to encourage it at the end of last century. At that time the idea that an English quartet should equal in any respect those of Germany, or indeed of any of the European countries, was scouted as absurd. Yet English players sometimes appeared in the quartets led by eminent foreigners, and today there are many purely British quartets which are generally recognized as being equal to, if not superior to those of other countries. There is also a very large number of others which, though not of the same standard, are quite competent and amusing.

Most of these quartets are formed of orchestral players, though some have members whose work is confined to quartet playing, or who combine this with solo playing. As London is not only the metropolis, and the largest city in England, but is in a peculiar degree the great cosmopolitan center of all kinds of artistic and social life, it is not surprising that the largest number, and generally speaking the most noteworthy, are to be found there. There are, however, some very fine combinations in the larger provincial centers such as Manchester, Liverpool and Birmingham. The Catterall Quartet, formed of leading members of the Manchester Hallé Orchestra, being particularly famous.

Albert Sammons as Pioneer

One of the earliest to form a quartet, which it was intended should give public performances on a fairly large scale, was Albert Sammons, who has since achieved a great reputation as a soloist and is now generally regarded as the leading British violinist. Although he gave up the leadership several years ago, the quartet still continues and has recently won international fame as The London String Quartet. Another who has since won wide recognition in other directions is Eugene Goossens, the composer and conductor, who for several years was the leader of the Philharmonic String Quartet.

Each of these quartets has not only its own repertoire, its own peculiar qualities and ideas of interpretation, but also its own distinctive tone quality and style and often its own particular range of works performed; as well, naturally, as its own distinctive and recognized types of audience. Not that there is no overlapping; for certain works, classical and modern, are almost inevitable in selecting and arranging long series of programs, and certain people will attend every possible concert of music of the type which they enjoy.

The London String Quartet

Roughly it may be said that the London String Quartet is the one which, in its programs and manner of performing them, aims at a popular appeal of a somewhat solid and conservative type. This is not said in any derogatory sense, for a close following of the career of this quartet has seldom, if ever, brought one up against any failure to maintain a high standard of selection and presentation. It is not often that the programs include works of such extreme modern type as to be beyond the comprehension of the average music lover, and the choice of classical works generally is made with a regard for general rather than for severity of merely formal beauty. One may indeed say that the musical character of one individual member is that of the whole quartet. This member is H. Waldo Warner, the viola player, who is also a composer and whose work won the Coolidge prize for chamber composition in 1921. His playing and composition are alike in their perfect grace and their agreeable feeling in their melody and rhythm, but not particularly quaint, harmonic

## France Keeps the Centenary of the Serene "Father Franck"

Unrecognized Throughout His Patient Career, the Years Bring Ever-Increasing Reverence

Paris, March 14

Special Correspondence  
FRANCE is giving a number of special gala performances in honor of César Franck, who was born in Liège (Belgium) 100 years ago. Like so many more distinguished men who have become known internationally as representative of French culture, César Franck was not French in origin. He was Belgian, as Rousseau was Swiss, and Chopin was Polish. But his life was spent in Paris. His inspiration was French. He became French in all but actual nationality. France is proud to share the glory of having produced such a musician with Belgium. The Queen of the Belgians came to Paris to take part in these celebrations.

The principal manifestation was at the Opéra. The program was entirely taken from the work of the master, luminous, serene, beautifully balanced. The best known chefs d'orchestre and musicians of Paris took part in this concert. There were René-Baton, Philippe Gaubert, Camille Chevillard, Paul Vidal, Guy Ropartz and Gabriel Pierné. The most characteristic of these were performed, such as "Le Chasseur Maudit," "Hulda," "Variations Symphoniques," the "Quatrième Béatitude," and the "Huitième Béatitude."

**The Custom of Early Neglect**  
Nothing is so recurrently astonishing as the neglect of great men and their subsequent rediscovery. It is true that for some years César Franck has come into his own but his life was obscure and when he passed away in 1890 only a few disciples and a few enlightened lovers of music realized his genius. He lived humbly for his art and was known by his pupils and admirers by the familiar title of "Le Père Franck." Timid, conscientious, working hard at the most ordinary tasks, gaining livelihood by giving lessons in piano playing, not many people were aware of his exceptional qualities. But it is still recalled with what magic he produced glorious harmony when he sat before the organ of Sainte-Clotilde to play the works of the great masters and to compose his own. It is proposed to erect a monument to him, but his real monument, of course, is his "Béatitudes," his "Rédemption," his symphonies, sonatas, préluces, quintets.

The common criticism of César Franck is that he owed more to his musical knowledge than to his musical inspiration, that he wrote marvelous patterns of sound but was not emotional. It is a criticism that is only partly justified and it intended disparagingly is not justified at all.

**A Patient Career**

Although the centenary celebrations have begun thus early and will continue throughout the year, it was on Dec. 10, 1822, that César Franck was born. In 1835 in order to facilitate his musical education already begun at an early age, his family brought him to Paris and settled in the French capital. Two years later he entered the Conservatoire where he obtained the Grand Prix d'Honneur for the piano and second prize for composition and the organ. Afterward for two years he gave concerts in Belgium but then returned to Paris where for 45 years he lived laboriously and quietly, fulfilling patiently his threefold obligations of professor of music, of organist, and of composer. He did not revolt against the scorn and jealousy of his professional colleagues, the incomprehension of the public, the necessity of devoting his time to comparatively menial and unfruitful tasks. Berlioz was always in revolt, but Franck, deeply religious, naturally patient, utterly devoid of vanity, not subject to discouragement, went on serenely, accepting his destiny with quiet joy.

It may be thought that the character of a man of genius is of little importance, but, in fact, the character of César Franck is beautifully reflected in his works. Without endeavoring here to write an appreciation of his music, no one can refuse to recognize the great heights of rich melody and fresh harmony he has reached, the architectural strength of his constructions and the individuality which makes each phrase of Franck as distinguishable as a phrase of Wagner or of Chopin.

César Franck was happy enough to have found devoted disciples and his influence upon French music has been considerable. Vincent d'Indy was one of his pupils, and so was Ernest Chausson. Guy Ropartz, Lekeu, and many others whose names are not known in France, were directly influenced by him, but his artistic family is not limited to these pupils. Among those who owe much to him may be mentioned Paul Dukas, Gabriel Pierné, Gabriel Fauré, and such virtuosos as the great Vieux.

## Scene Painter Adjunct to the Concert Stage

John Wenger, the scene painter, provided, not long ago, a decorative setting for a song recital which Miss Marguerite White, soprano, gave in Carnegie Hall, New York, with Genaro Papi as her accompanist. He planned the thing on a scheme of horizontal and vertical planes, in combination with light and shade. Placing the piano, lid down, at the middle of the platform, he presented before the eyes of the people in the house a horizontal plane. Standing at the same time a screen on each side of the stage, he presented, by way of contrast, two vertical planes. The piano, he probably was aware, would be covered with flowers before the singer progressed far in her performance. The screens, therefore, he ornamented, to the end that he might secure a balanced group of colors. Finally he arranged to have the hall darkened and to have the stage illuminated by a short row of footlights. The picture, when completed by the presence of the singer and the accompanist, proved gratifying enough to look at. Only Miss White, owing to the structural clutter in which she was involved, seemed a good deal detached from her audience, and her singing, admirable as it was, had the effect of something from afar. Possibly the experiment indicates that stage decoration for a recital, unless the program is one of folk songs having to do with a particular historic period, should not be too much on the theatrical order.

W. P. T.

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S. H.

**Writers of Modern Music**

Get a Chance to Be Heard

Advanced musical ideas are championed in New York by the International Composers' Guild, a group lately formed, as conservative ones are by the Beethoven Association, a society whose activities date from the close of the war. Musicians of progressive views on art make up in large measure the membership of the guild; teachers who do things according to tradition and performers who live by public interpretation of the classics, are the chief sort of persons belonging to the association. To give the new a chance is plainly the object of the one organization, while to keep the old in business is evidently the purpose of the other.

That the men and women of the International Composers' Guild are living up to the name which they have assumed, is vouched for by their announcement of a concert to be given at Greenwich Village Theater on March 19. Five nations are represented on the program, and 10 composers, namely: France, Ravel, Delage and Schmitt, England, Bliss and Williams, Russia, Stravinsky and Myaskovskii, Hungary, Kodaly. The United States, Engel and Kramer. W. P. T.

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# THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear, ~~then~~ then the full-grain in the ear"

BOSTON, SATURDAY, MARCH 25, 1922

## EDITORIALS

### Mr. Lloyd George's Position

It is evident that the long prophesied crisis in Mr. Lloyd George's affairs is approaching. The uncertainty of his position is shown by his decision to seek for a vote of confidence from the House of Commons before he starts for the Genoa Conference.

There would seem, however, to be two separate questions at issue. One concerns his foreign policy. The other concerns his position at home.

In his foreign policy Mr. Lloyd George is steadily pursuing the line he laid down at the Paris Conference in a memorandum circulated to his colleagues and recently made public by Signor Nitti, late Prime Minister of Italy, in his book, "Peaceless Europe." He therein made an earnest plea for moderation in the hour of victory. Justice, steep justice, was necessary, as a warning to would-be international wrongdoers in the future, but lasting peace could be obtained only by mingling that justice with humanity and fair play. By that policy Mr. Lloyd George has stood in his dealings with France, with Germany, with all Europe during the last three years, insisting on the disarmament and the payment of reparation by Germany on the one side, and on moderation and reasonableness in enforcing execution of the peace treaties on the other.

The summoning of the Genoa Conference is the culminating point of Mr. Lloyd George's efforts for European peace. Deeply impressed by the dramatic success of the Washington Conference in solving the acute naval and political problems of the Pacific and the Far East, he seems to have felt that the time had come for an attempt to settle the problems of Europe by the same means. So far as can be judged from his speeches his central idea has been that the Genoa Conference was summoned not to revise the political settlements made at Paris and Versailles, but to bring the leaders of the nations of Europe into direct contact with one another, in order that suspicion might be dispelled, the hatreds of the past laid aside, and recognition given to the doctrine that the European peoples could only prosper if they lived in harmony together, and if they agreed that the difficulties of the future must be settled by some other method than the sword.

This program gained practically universal support in Great Britain, where peace and economic reconstruction are recognized as the paramount needs of the time. It was looked upon more as a task in Europe, where for historical reasons nations are less accustomed to the idea that their own prosperity is bound up with their neighbor's and where the allied group of people tend to see salvation only in maintaining the Versailles settlement intact to the last letter and comma, and the former enemy group see it only in tearing the treaties to shreds. Mr. Lloyd George, however, as his whole record shows, has an invincible belief in the peacemaking effect of personal conference in a spirit of reason and fair play, and appears to have succeeded in inducing the leaders of all the nations of Europe, including even the rulers in Moscow, to meet one another round a table with no controversial agenda, for none could be agreed upon, but in order that they should discuss together how Europe is to be saved. He has no doubt that once they seriously do that some healing conclusion will be found.

If, therefore, the resolution of confidence to be proposed is confined to an expression of support for Mr. Lloyd George at the Genoa Conference, there seems to be every likelihood that it will be passed by a large majority, for everyone in Britain wants Genoa to succeed, and everyone is agreed that nobody is more likely to make a success of a conference of reconciliation and appeasement than Mr. Lloyd George himself.

The domestic issue is more complicated. Mr. Lloyd George is head of a coalition Government formed of Liberals and Conservatives in December, 1916, to win the war, and confirmed in office at the general election of November, 1918, to make the peace and undertake the work of reconstruction. With the completion of the peace treaties, the defeat of the revolutionary railway and mining strikes in 1919 and 1921, and the completion of the treaty with Ireland, the need for a national government has greatly diminished, and the tendency toward party government has revived. At the time of the formation of his Government there was a split in the old Liberal Party, to which Mr. Lloyd George belonged, largely on personal grounds, and this split has festered rather than been healed by lapse of time. Then the Irish settlement has had far-reaching effects. The use of the "Black and Tans" profoundly estranged the Liberals. The negotiation with Sinn Fein and the treatment of Ulster exasperated large masses of the Conservatives. Meanwhile the Labor Party—the real Opposition—has been steadily gaining in popular support, as its program has grown less revolutionary in aim. Above all, perhaps, public opinion in Great Britain has begun to think about politics again, for the first time since 1914, and it is clear that none of the old parties is now really representative of the electorate today, containing as it does women as well as men.

In consequence the political situation in Britain is extremely uncertain. The right wing Conservatives are determined to serve no longer under a man who they think has sold the pass in Ireland and Egypt. The "independent" Liberals are determined not to welcome back into the true fold a "renegade" who has served with Conservatives for five years and split their own party in two. The Labor Party, though manifestly deficient in leadership, is determined to combine with nobody else lest it should become tainted with "capitalism." Meanwhile the leaders of the coalition declare that they are perfectly satisfied with one another. Mr. Lloyd George holds his tongue except for saying that if he is to continue to lead the coalition he must be assured of complete

support of both Liberal and Conservative wings. And his electorate is evidently taking stock of the position against the day when it will be asked to decide.

None the less, that a political crisis is impending is certain. The war unity has disappeared, and there must be some new alignment of men and parties more suited to the problems and issues of the day. That Mr. Lloyd George will himself precipitate the crisis before he goes to Genoa seems to be unlikely, for his heart is set on trying to bring peace to Europe, and if he is to go down he would like to fall with a program worthy of his past. That it must come after his return is certain. But whether he will then say that the work he undertook to do has been accomplished, resign and take a holiday before returning to the political fray; or whether he will go to the electorate and ask for a majority to support a new coalition or a new party under his leadership no prophet has yet arisen to say.

ALL commercial business, whether between individuals of the same nation or those living under different sovereignties, must necessarily be based upon the consideration of mutual profit. This fact is particularly apparent in foreign trade, which can only be studied during long-continued periods, so that the element of mutuality has time to be demonstrated. It is because the business men of Great Britain have seen to it that in their dealings with foreign countries there shall be profit for their customers as well as for themselves, that Great Britain has built up the world-wide commerce which is her chief glory.

An example of the British method is furnished by the projected railroad in Peru, reaching from a point on the Pacific coast to Yurumaguas, which a British syndicate has undertaken. In the contract with the Peruvians it is stipulated, and not without reason, that the equipment, consisting of almost every kind of material, must be of British origin. It speaks volumes for British initiative that while the economic status of Europe is in its present desperate plight financiers of England are willing to go far afield in order to maintain a prestige that has been won by virtue of exactly such undertakings as this contemplated railroad on the west coast of South America.

It goes without saying that Peru itself is to gain vastly by this enterprise, which will open up a virgin country and give immediate employment to some 10,000 men. But while the work of construction in itself is worth considering as an asset, it is the ultimate result that should be considered. East of the Andes, Peru possesses land that, according to reliable estimates, is capable of supporting 100,000,000 people. There are coal and iron deposits along the proposed line, and it is expected that as the road construction progresses, mining will follow as a natural result. Here again machinery of all kinds will be required. Furthermore, petroleum is known to exist in the territory to be penetrated by the pioneers. And with the present great demand for oil it is almost certain that drilling operations will be undertaken and much equipment for that purpose will be needed.

Railroad construction in South America is slow and costly, especially where large tracts of land have to be cleared to make way for roadbeds. The region under consideration is forest land to a very great extent. The concession granted by the Peruvian Government calls for the completion of the railroad within seven years. As a security to enable the promoter to pay interest on the more than \$15,000,000 to be expended, the Government of Peru proposes to hand over certain agricultural monopolies that have heretofore yielded it large sums for railroad construction.

The remarkable development in Argentina may be traced to the transportation facilities that early opened up the country to immigrant settlement. Conditions are not quite so favorable on the Pacific coast as on the Atlantic, where level country facilitates construction. But engineering skill has advanced to such a degree that few obstacles cannot be surmounted. Given sufficient capital, and the way is soon found to link up far-separated sections across high mountains and broad rivers. The sinews of such industry are initiative, strong arms, and funds wherewith to make a start.

THE truth that lay in the familiar quotation, "The hand that rocks the cradle is the hand that rules the world," has been intensified since that hand also casts a ballot.

Mr. Harding's great plurality for President of the United States was in no small degree based on this fact. There is also evidence of it in the growth and the efficient activities of the League of Women Voters which, having taught its members much political wisdom, is considering the advisability of opening its doors to men. The energy and accomplishment of women's clubs in the United States are well known.

Now there comes on the scene, while men in the American Senate indulge in loud but exceedingly small talk that delays the settlement of the world's affairs, a gathering of women that will ultimately have a wide influence in promoting neighborliness and understanding between nations, at least in the Western Hemisphere. It is a congress of women representing the republics of North and South America shortly to meet in Baltimore. One of its chief days will be given to a session in Washington under the auspices of the Daughters of the American Revolution.

Delegates will be present from most, if not all, of the Central and South American countries, where women have shown remarkable interest in the gathering. What the congress will furnish in actual legislation or resolutions matters little. What it will do in spreading a knowledge of one another, and a kindly interest in their common welfare among the peoples of the two Americas, is of great moment.

### British Enterprise in Peru

### Public Control of Transit Lines

IT CANNOT be claimed, of course, that the result of any single experiment in the public control and management of such essential utilities as street railways, waterworks or lighting plants is applicable to all such enterprises, whatever may be the conditions under which they are now or have been operated. But one after another there come quite convincing proofs that the interests of the public are best served and the rights of the public more thoroughly protected when the public itself takes a hand in the management of those distinctively public utilities without the efficient and economical operation of which the community suffers.

It is unfortunate that the comparison of public with private management of street railway systems, for instance, is usually possible only where the necessity of rescuing an unfortunate and over-capitalized concern from complete failure presents the opportunity for the exemplification of what so often is proved to be the better method of state or city management. The people of Boston and vicinity have had an opportunity in the last few years to contrast conditions as they now are in the operation of its surface and subway transportation lines by a public commission, and the conditions which existed prior to the transfer of control under the provisions of a state law. While the general verdict may be that conditions even now are far from ideal, it must be admitted, as the facts and figures will show, that there has been an appreciable improvement in the service.

A recent survey of transit conditions in Boston, the results of which were given space in the columns of this newspaper, discloses many instances in which conditions have been greatly improved. The people of Boston realize that there has been improvement, but they feel that the enforced advance in rates charged, even to maintain the service on a basis of actual costs, should have made possible an even greater betterment. But it should not be forgotten that there remained, at the end of the first year under public operation of the lines, a deficit of about \$5,000,000. This had to be met by an increase in the rates of fare and by assessment on the cities and towns served by the transit system. By progressive advances the rate on all lines was made 10 cents, which undoubtedly is too high. It has been shown affirmatively, not only in Boston but elsewhere, that street railway revenues are decreased rather than increased by too great an advance in charges. There appears to be a reasonable maximum beyond which the public refuses to go in the matter of car fares, though ten or fifteen years ago it would not have been believed that a 10-cent fare could ever be collected.

The prospect seems to be that Boston, under the present system of public control, is gradually working out of its transportation difficulties. How much better for all concerned if those embarrassing conditions had never existed! While conditions in the Boston district are hardly comparable with those in Greater New York, where a 5-cent fare rate has been steadily maintained for much longer hauls than in Boston, a fair comparison can be made with the municipally owned car lines in the city of San Francisco, where a 5-cent rate has been charged ever since the organization of the service, in the year 1912. A recent report on the conditions of these lines showed that in the nine years of their operation they have yielded a return of \$16,601,077, an excess of \$5,876,358 over operating costs. Out of this excess the city has redeemed \$994,800 of its original bond issue, interest has been regularly paid on the entire indebtedness, and \$1,500,000 has been spent for extensions, leaving a reserve of more than \$2,000,000.

While it is quite probable that the San Francisco record could not be duplicated in any city in the eastern section of the country where less favorable climatic conditions prevail, it seems reasonable to believe that it might be approached. The municipally owned lines in San Francisco do not enjoy a monopoly. Their tracks, in a part of the business section of the city, parallel those of privately owned lines. But the service rendered is adequate at all times, as anyone who has visited the city will bear witness. Monopolies do not always make for excellence in service or for the highest assured return. Competition is an important factor.

The residents of the larger cities of the United States still have much to learn regarding the problem of urban transportation, a problem which is becoming more and more perplexing. The tendency should be away from the belief that because a transit system has served, after a fashion, to meet the needs of a community, it should be continued indefinitely. The fact is that there has not been, in meeting the increasing need for quicker and better transportation facilities, that improvement which has marked almost every other branch of community activity. The time to consider newer and better methods is now. The problem certainly will never solve itself.

"How do you like the idea of taking part in an opera of Mozart?" The question was asked of George Meader, who has the tenor rôle in the Metropolitan Opera revival of "Cosi Fan Tutte."

"If they tell me I can sing Mozart's music," was the reply, "they need go no farther in their praise." Could this question be put to all the men and women in the world who belong to the operatic profession, whether tenors, baritones, sopranos or contraltos, the answer would probably be a unanimous chorus of agreement with Mr. Meader. And then, should the matter be taken out of the councils of performers and placed before the judgment of listeners, the result would in all likelihood be the same. Everybody who is accustomed to count himself one in opera and concert audiences, even the person who considers half an hour of Mozart at a time as enough in these days, will admit that to have the recitatives of "The Marriage of Figaro," "Don Giovanni" and "Cosi Fan Tutte" well declaimed, and the

arias of these works correctly executed, is to have the technique of singing exemplified at its best.

That was so when grand opera first began to be given in New York in the twenties of the last century, by a little fragment of a company from London; and it is true now, when opera is presented there by a resident organization of almost unparalleled equipment and unrivaled standards. Opera as an institution has grown prodigiously in New York in ninety-seven years, but opera as a fine art has not outgrown Mozart in that city or any other. There have come into popularity the brilliant Donizetti; the noble Verdi, the magnificent Wagner, the gracious Gounod and the sentimental Massenet. And yet, in spite of them all, Mozart abides; and in spite, too, of the success with which these nineteenth-century composers developed their special tendencies, the eighteenth-century Mozart discloses in his scores such brilliance, nobility, magnificence, graciousness and sentiment, as to raise doubt whether he has ever been surpassed in point of true expressiveness.

Those who hesitate to believe that Mozart's simplicity of form and lightness of orchestration can convey a message of so great significance as can Wagner's structural complexity and instrumental weight, should remember that opera, after all, makes its chief revelation through song, and that Mozart and Wagner can be justly compared only on the ground of vocal melody. Does not a soprano, forsooth, singing the grand aria in the last act of "Don Giovanni" impress hearers as profoundly as one singing Isolde's soliloquy in the final scene of "Tristan and Isolde"?

As for Mr. Meader, the tenor whom the Metropolitan Opera manager has selected to appear in "Cosi Fan Tutte," everybody must know what will be the outcome if he does his task well. The very thing will assuredly happen that happened when John McCormack distinguished himself in a Mozart opera some years ago in Boston. His rank in the community where he achieves his triumph will be determined for good and all.

### Editorial Notes

THERE are amusing inconsistencies about the photographic art that become more apparent with the increasing demand for pictorial work. Strictly speaking, of course, no one viewing a picture should be conscious of a tripod, a black cloth, and a man with a rubber ball, somewhere in the offing, any more than a theater audience should be conscious of a man in white smock with a brush perched on a scaffold painting the drop curtain. Moreover, the people who are "snapped" are usually supposed to be going about their business as if no camera were near. But the modesty of the camera man has its limits, and hence the inconsistency. Thus, for example, a recently published photograph of Leon Trotsky, supposedly hard at work at his desk, contained by way of insert a small photograph of the camera man "taking" him. In many cases, particularly in pictures of ceremonies, a battalion of photographic artists at work will show even more prominently than the function itself. Perhaps some day the artist who "snaps" his brother artist at work will in turn be snapped himself. Turn about is fair play, and one good turn deserves another.

THE small boy seems bent on making the new radio discoveries his own, judging from the remarkable invasion of the recent radio show in New York by these junior experts. It is to be hoped that the young mechanical genius will not find his time too much taken up to devote an occasional hour to older friends. Sometimes, perhaps, he will forget for a while the antennae on the house-top, unclasp the receivers from his head, and go scrambling through the woods. Perhaps his ears, primed for letter 6XX on so many meters wave-length, will catch as eagerly the first chirping of the bluebird, the first fluty note of the hermit thrush, the first croak of the hyla, the first splash of the water vole in the unfrozen stream. He will find these noises of the spring as musical as the sounds borne on electrical waves; their mysteries just as deep and engaging.

A RECENT number of the Parisian daily, Le Matin, prints an attack on the burlesque of foreign statesmen on the French vaudeville and music-hall stage. The paper states: "We want those who come to Paris from abroad to leave with a pleasant impression of us, but these pin-pricks and this public railleury are not going to particularly please them." It appears that an uncalled-for parody of the Washington Conference occasioned this outburst on the part of Le Matin, and that paper is to be congratulated on the stand it has taken. Such a thing is rarely to be found on the American stage, and there is no reason why false impressions should be given abroad by actors who will do anything to be funny and excite patriotic uproars.

THE imperishability of certain catch-lines is beyond question. Hearing Prof. Hugh Black of the Union Theological Seminary, New York, declaring, "The modernists in painting, trying to be original, succeed in throwing a paint pot in the face of the public," one may remember how much better John Ruskin put it in his description of Whistler, alluding to the spidery Jemmy as a coxcomb "flinging a pot of paint in the public face." There was more alliteration in this, although perhaps no more sense than in Professor Black's sweeping assertion. Whistler's nocturnes have outlived Ruskin's censure, and it is quite possible that a number of the modernists will outlive Professor Black's attack. Sweeping assertions are always dangerous.

WARM admiration and approval should be extended Frank McGlynn, the actor who is simulating Lincoln in Drinkwater's play of that name, for his attitude in Springfield, Illinois. There, when an offer was made to film him in his Lincoln makeup walking through the historic streets and appearing at the old Lincoln homestead, he made an emphatic refusal. There is a delicacy and respect in this stand that it is impossible to ignore. Mr. McGlynn understands that the serious portrayal of an historical character in a play and a freakish travesty of him in the streets have nothing in common.